



**FIM SUPERMOTO WORLD CHAMPIONSHIP,
FIM SUPERMOTO OF NATIONS AND
FIM JUNIOR SUPERMOTO OF NATIONS
REGULATIONS**

2024



**FIM SUPERMOTO WORLD
CHAMPIONSHIP,
FIM SUPERMOTO OF NATIONS
AND FIM JUNIOR SUPERMOTO
OF NATIONS REGULATIONS**



EDITION 2024

**update March 2024
(updates in **bold/blue**)**

CONTENTS

FIM SuperMoto World Championship, FIM SuperMoto of Nations and FIM Junior SuperMoto of Nations	1-148
Standard Supplementary Regulations for FIM SuperMoto World Championships	149

**FIM SUPERMOTO WORLD CHAMPIONSHIP, AND FIM SUPERMOTO OF
NATIONS AND FIM JUNIOR SUPERMOTO OF NATIONS
REGULATIONS**

1.	<i>FIM SUPERMOTO WORLD CHAMPIONSHIPS</i>	7
1.1	FIM World Championships	7
1.2	Events.....	8
1.3	Format of the Event.....	9
1.4	FIM World Championships Criteria.....	13
1.5	Support Races and/or Activities	15
2.	<i>ENTRIES, RIDERS AND TEAMS</i>	16
2.1	Acceptance of Entries.....	16
2.2	Age of Riders	19
2.3	Replacement Riders	20
2.4	Starting Numbers	21
2.5	Non-Participation in an Event.....	22
2.6	Rider Equipment / Protective Clothing	23
2.7	Rider / Mechanic / Team Clothing	26
2.8	Rider Behaviour and Assistance.....	27
2.9	Team Manager	35
3.	<i>MOTORCYCLES, CLASSES AND OTHER SPECIFICATIONS</i>	36
3.1	Motorcycles and Classes.....	36
3.2	Front Number Plate	37
3.3	Side Number Plates.....	39
3.4	Front Fork Covers	40
3.5	Tyres.....	41
3.6	Additional Technical Specifications	44
4.	<i>OFFICIALS AND PROCEDURES</i>	45
4.1	General	45
4.2	Supplementary Regulations	46
4.3	Officials who hold an FIM Licence	47
4.4	Jurisdiction	48
4.5	FIM Delegate	49
4.6	FIM and FMNR Stewards.....	50
4.7	Race Direction	51
4.8	FIM Stewards Panel.....	53
4.9	Race Direction Meetings	54
4.10	Minutes of Meetings	55
4.11	Publication of Decisions.....	56
4.12	FIM Race Director	61
4.13	Clerk of the Course	62
4.14	FIM Chief Flag Steward	63
4.15	FIM Technical Director	64
4.16	Chief Technical Steward	65

4.17	Chief Timekeeper.....	66
4.18	Environmental Steward.....	67
4.19	FIM Medical Director	68
4.20	Chief Medical Officer	71
4.21	Flag Marshals.....	73
4.22	Official Signals / Boards	74
4.23	Official Signals / Lights.....	75
4.24	Official Signals / Flags	76
5.	<i>RUNNING OF THE EVENT</i>	78
5.1	Administrative Control.....	78
5.2	FIM Laissez-Passer	79
5.3	Preliminary Technical Verifications	80
5.4	Special Medical Examination.....	82
5.5	Circuit Control	83
5.6	Meeting with the Organisers.....	84
5.7	Filming with “On-Board” Cameras	85
5.8	Riders’ Briefing.....	86
5.9	Practice Restrictions.....	87
5.10	Practices.....	88
5.11	Practice Starts	89
5.12	Camera-On-Boards-Lap Session	90
5.13	Qualifying	91
5.14	Reserve riders.....	100
5.15	Warm-Up.....	101
5.16	Autograph session	102
5.17	Team Presentation	103
5.18	Races.....	104
5.19	Starting Positions.....	105
5.20	Starting Grid Procedure	108
5.21	Warm-Up Lap	110
5.22	Start Procedure (With Lights).....	113
5.23	Start Procedure (With Flags)	114
5.24	Anticipated Start.....	115
5.25	Stopping of a Practice Session	116
5.26	Stopping of a Race	117
5.27	Crossing of the Finish Line	120
5.28	Control of the Sound Levels after each Race	121
5.29	Results / Procedure.....	122
5.30	Results / Awarding of Points	124
5.31	Results / Final Standings	126
5.32	Results / Presentation and Publication	130
5.33	Lap of Honour	132
5.34	Prize-Giving Ceremony	133
5.35	Press Conference	136
5.36	Final Verification.....	137

5.37	Protests / Appeals	138
5.38	Fuel Control	140
5.39	Anti-Doping Tests.....	141
5.40	Alcohol Tests	142
5.41	Special Medical Examination.....	143
6.	<i>DIAGRAMS</i>	144
7.	<i>FIM CHAMPIONSHIP LOGOS</i>	148

General Undertakings and Conditions

All riders, teams, officials and other parties participating in the FIM SuperMoto World Championships undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the:

1. FIM Sporting Code
2. FIM Code of Ethics
3. FIM SuperMoto Regulations
4. FIM Motocross Technical Regulations
5. FIM Fuel Regulations
6. FIM Sound Regulations
7. FIM Disciplinary and Arbitration Code
8. FIM SuperMoto Circuit Standards
9. FIM Environmental Code
10. FIM Medical Code
11. FIM Anti-Doping Code
12. FIM Yearbook
13. Protocol at FIM World Championship and Prize Events
14. FIM Organiser's Manual

of the current year, as supplemented and amended from time to time (hereinafter collectively referred to as the "FIM Regulations").

The FIM Regulations may be translated into other languages, but in case of any dispute regarding interpretation the English text will prevail.

It is the responsibility of each rider and/or team to ensure that all persons involved with their entries observe the FIM Regulations at all times. The responsibility of the rider, or any other person having charge of an entered motorcycle at any time during an event is joint and severally with that of the team.

All persons concerned in any way with an entered motorcycle or present in any capacity whatsoever in the Paddock and the Pit Lane or at the circuit, must carry an appropriate pass at all times during the event.

Actions judged by the officials responsible to be contrary to the FIM Regulations - or judged to be unsportsmanlike or against the best interests of the sport or the event in question - are subject to disciplinary actions as provided by the Arbitration and Disciplinary Code.

Any references to the male gender in this document are made solely for the purpose of simplicity, and refer also to the female gender except when the context requires otherwise.

1. FIM SUPERMOTO WORLD CHAMPIONSHIPS
1.1 FIM World Championships



1. FIM SUPERMOTO WORLD CHAMPIONSHIPS
1.1 FIM World Championships

1. Each year, the FIM holds FIM SuperMoto World Championships.
2. FIM SuperMoto World Championships are organised according to the FIM Regulations, Sporting Code, Chapter 30 - "FIM World Championships and Prize Events".

In addition to 1.1:

1.1.S1GP FIM S1GP SuperMoto World Championship

3. Individual FIM SuperMoto World Championships for riders and manufacturers:
 - a) FIM S1GP SuperMoto World Championship.
4. This Championship may also be called FIM SuperMoto World Championship.
5. A series of SuperMoto events counting towards the FIM SuperMoto World Championships will be organised.
6. The name "S1GP" is to be used exclusively for the FIM World Championship. Use of this name at the Continental or National levels is not allowed.

1.1.S1N FIM SuperMoto of Nations

1.1.S1NJ FIM Junior SuperMoto of Nations

7. FIM SuperMoto World Championships for national teams, selected by the FMNs and teams representing Continental Unions, selected by the respective CONUs:
 - a) FIM SuperMoto of Nations;
 - b) FIM Junior SuperMoto of Nations.

1.2 Events

1. FIM SuperMoto World Championships must be inscribed in the Calendar.
2. These events must be staged on circuits that will have to be approved by the FIM and comply with the FIM Standards for FIM SuperMoto Circuits.
3. An event may be cancelled, moved to another place or date and/or replaced by another event.
4. No event may be organised without all the necessary legal authorisations which have been provided by the organiser.
5. Organisers are responsible for providing all facilities and personnel to ensure the safe, smooth and efficient running of the event.
6. The validity of the third-party insurance must come into effect two days before the practices and terminate two days after the last race of the event.
7. The event is being run over three days, generally Friday, Saturday and Sunday but this may differ depending on the event. For reasons of simplification, this principle is maintained in these regulations.
8. The events begin at the scheduled time for technical and sporting verifications and end when all of the following have occurred:
 - a) The final results have been approved by the Race Direction
 - b) All deadlines for lodging protests/appeals have expired and
 - c) All technical, sporting and anti-doping controls have been concluded.
9. If a protest is lodged, the results will not become official until a decision is taken by the Race Direction.
10. If an appeal is lodged against the decision of the Race Direction, the results will not become official until a decision is taken by the FIM Stewards Panel.
11. All officials, marshals and medical staff must remain fully operational at the circuit – available to the Race Direction and/or FIM Stewards Panel – until the end of the protest/appeal period.

1.3 Format of the Event

1. The distance (number of laps) to be covered will depend on the race conditions at each circuit and be decided by the Race Direction in due time and communicated to the riders/teams.

1.3.S1GP FIM S1GP SuperMoto World Championship

2. Up to 32 riders present

The format will be as follows:

S1GP	Duration per session	Maximum number of riders
2 X Free Practice	20 minutes	32
1 X Time Practice	30 minutes	32
1 X SuperPole	2 laps per rider	6
1 X "RaceOne"	x laps (*)	32
1 X "Warm-Up"	20 minutes	32
1 X "FastRace"	x laps (**)	32
1 X "SuperFinal"	x laps (*)	32

3. There will be three Races:

- a) The "RaceOne" / (*) approximately 20 minutes of racing, **no more than 20 laps;**
- b) The "FastRace" / (**) approximately 15 minutes of racing, **no more than 15 laps;**
- c) The "SuperFinal" / (*) approximately 20 minutes of racing, **no more than 20 laps.**

4. Any references to "Races" in this document are made solely for the purpose of simplicity, and refer to the "RaceOne", the "FastRace" and/or "SuperFinal" except when the context requires otherwise.

5. More than 32 riders and up to 36 riders present

The format will be as follows:

S1GP	Duration per session	Maximum number of riders
2 X Free Practice	20 minutes	36
1 X Time Practice	30 minutes	36
1 X SuperPole	2 laps per rider	6
1 X "Last Chance"	x laps (**)	16
1 X "RaceOne"	x laps (*)	32
1 X "Warm-Up"	20 minutes	34
1 X "FastRace"	x laps (**)	32
1 X "SuperFinal"	x laps (*)	32

1. **FIM SUPERMOTO WORLD CHAMPIONSHIPS**
1.3 Format of the Event



6. There will be four Races:
- a) The “Last Chance” / (**) approximately 15 minutes of racing, **no more than 15 laps;**
 - b) The “RaceOne” / (*) approximately 20 minutes of racing, **no more than 20 laps;**
 - c) The “FastRace” / (*) approximately 15 minutes of racing, **no more than 15 laps.**
 - d) The “SuperFinal” / (*) approximately 20 minutes of racing, **no more than 20 laps.**
7. Any references to “Races” in this document are made solely for the purpose of simplicity, and refer to the “Last Chance”, the “RaceOne”, the “FastRace” and/or “SuperFinal” except when the context requires otherwise.

8. **More than 36 riders and up to 52 riders present**

The format will be as follows:

S1GP	Duration per session	Maximum number of riders
1 x Free Practice Group A	20 minutes	26
1 x Free Practice Group B	20 minutes	26
1 x Pre-Qualifying Practice Group A	25 minutes	26
1 x Pre-Qualifying Practice Group B	25 minutes	26
1 Qualifying Practice (Top 10 from each group A+B. Top 6 transfer to the Super Pole)	30 minutes	20
1 X SuperPole	2 laps per rider	6
1 X “Last Chance”	x laps (**)	32
1 X “RaceOne”	x laps (*)	32
1 X “Warm-Up”	20 minutes	34
1 X “FastRace”	x laps (**)	32
1 X “SuperFinal”	x laps (*)	32

9. **There will be four Races:**
- a) The “Last Chance” / (**) approximately 15 minutes of racing, **no more than 15 laps;**
 - b) The “RaceOne” / (*) approximately 20 minutes of racing, **no more than 20 laps;**

1. **FIM SUPERMOTO WORLD CHAMPIONSHIPS**
1.3 Format of the Event



- c) The “FastRace” / (**) approximately 15 minutes of racing, no more than 15 laps;
- d) The “SuperFinal” / (*) approximately 20 minutes of racing, no more than 20 laps.

10. Any references to “Races” in this document are made solely for the purpose of simplicity, and refer to the “Last Chance”, the “RaceOne”, the “FastRace” and/or “SuperFinal” except when the context requires otherwise.

1.3.S1N FIM SuperMoto of Nations

1.3.S1NJ FIM Junior SuperMoto of Nations – less than 5 teams present

11. The format will be as follows:

FIM SuperMoto of Nations	Duration per session	Maximum number of riders
1 X Free Practice / Rider 1	30 minutes	32
1 X Free Practice / Rider 2	30 minutes	32
1 X Free Practice / Rider 3	30 minutes	32
1 X Time Practice / Rider 1	30 minutes	32
1 X Time Practice / Rider 2	30 minutes	32
1 X Time Practice / Rider 3	30 minutes	32
1 X Qualifying Race / Rider 1	x laps (*)	32
1 X Qualifying Race / Rider 2	x laps (*)	32
1 X Qualifying Race / Rider 3	x laps (*)	32
1 X Warm-Up B-Final	20 minutes	30
1 X Warm-Up S1N / Group 1	20 minutes	24
1 X Warm-Up S1N / Group 2	20 minutes	24
1 X B-Final	x laps (*)	30
1 X S1N Race 1 / Riders 1 + 2	x laps (*)	32
1 X S1N Race 2 / Riders 2 + 3	x laps (*)	32
1 X S1N Race 3 / Riders 1 + 3	x laps (*)	32

1.3.S1NJ FIM Junior SuperMoto of Nations – 5 to 10 teams present

S1NJ	Duration per session	Maximum number of riders
1 x Free Practice	30 minutes	30
1 x Time Practice	30 minutes	30
1 Qualifying Race	x laps (*)	30
1 x “Warm-up”	20 minutes	30
1 X S1NJ Race 1 / Riders 1 + 2 + 3	x laps (*)	30
1 X S1NJ Race 2 / Riders 1 + 2 + 3	x laps (*)	30

(*) Approximately 20 minutes of racing, no more than 20 laps

1. **FIM SUPERMOTO WORLD CHAMPIONSHIPS**
1.3 Format of the Event



-
12. Any references to “Races” in this document are made solely for the purpose of simplicity, and refer to the “Qualifying Races”, the “B-Final” and/or “S1N Races” except when the context requires otherwise.
13. There will be:
- The “Qualifying Races” / (*) approximately 20 minutes of racing each, **no more than 20 laps;**
 - The “B-Final” / (*) approximately 20 minutes of racing, **no more than 20 laps;**
 - The “S1N Races” / (*) approximately 20 minutes of racing each, **no more than 20 laps.**

1.4 FIM World Championships Criteria

1.4.S1GP FIM S1GP SuperMoto World Championship

1. All organised events counting towards the corresponding FIM World Championship will be taken into consideration. However, the FIM Board of Directors or, if necessary, the FIM Executive Board is entitled, upon proposal from the FIM Motocross Commission and in exceptional circumstances, to **decide** deviating from this principle.
2. For the first event of the FIM World Championship: the provisional point standings will be identical to the overall point standings of the event in question.
3. As of the second event, the riders will be ranked according to the total number of points they have scored.
4. In case of ties in the provisional standings, the number of better placings will be considered.
5. If a tie still exists, the points scored in the last Race will then determine the order of placing in the provisional standings. If necessary, the points scored in the last but one Race will determine the order of placing in the provisional standings, and so on...
6. The winner of the FIM World Championship is the rider who has obtained the most points from all the Races and “SuperPoles” of the FIM World Championship, irrespective of the number of Races he has completed.
7. In case of ties for the final standings of the FIM World Championship, the same conditions as for the provisional standings will apply to determine the winner of the Championship and the ranking of the riders tied in points.
8. For the FIM Manufacturers’ World Championship, only the highest placed motorcycle of each Manufacturer will gain points, according to their position in each Race and “SuperPoles” of the Championship.
9. In case of ties for the FIM Manufacturers’ World Championship, the same conditions as for the riders will apply to determine the winner of the Championship and the ranking of the Manufacturers tied in points.
10. In the case where a rider participates on motorcycles from different Manufacturers, it is the make of the motorcycle with which he has obtained the most points that will appear next to his name in the final standings, without, however, modifying the calculation for the FIM Manufacturers’ World Championship.
11. The final FIM World Championship standings cannot be considered definitive until the time limits for protests and appeals have elapsed, all protests and appeals have been settled and a final decision has been taken by the competent bodies.

1. FIM SUPERMOTO WORLD CHAMPIONSHIPS
1.4 Format of the Event



12. All FIM World Champions are obliged to attend the official FIM Prize-Giving Ceremony.

1.5 Support Races and/or Activities

1. During an FIM SuperMoto World Championship event, support races or activities may be permitted.
2. However, these support races/activities, as well as any other activities such as the vehicular use of the circuit during the event, including demonstrations or exhibitions, must at all times receive prior authorisation from the FIM and the FIM Championship Promoter.
3. Authorisation from the FIM does not imply nor include any FIM involvement in and/or liability for these support races/activities which are not run under the aegis and the responsibility of the FIM.
4. Riders who have been entered in an event of the FIM S1GP SuperMoto World Championship are not allowed to participate in any support races or any other activities implying any vehicular use of the circuit during the same event.
5. Priority must at all times be given to the FIM SuperMoto World Championship programme.
6. If necessary, the Race Direction can change the time schedule of these support races and/or other activities or cancel them

2. ENTRIES, RIDERS AND TEAMS

2.1 Acceptance of Entries



2. ENTRIES, RIDERS AND TEAMS

2.1 Acceptance of Entries

1. Entries to an FIM SuperMoto World Championship event/FIM SuperMoto of Nations will be accepted for riders who:
 - a) Are in possession of the appropriate FIM SuperMoto World Championship licence (see also Art. 01.2.3 Age of Riders and FIM Sporting Code 70.2.1. FIM Licence for riders, passengers and teams). By issuing the FIM Motocross World Championship/Cup licence, the FMN certifies that the rider is insured for personal accidents covering, death, permanent disability; medical treatment and repatriation equivalent to the minimum benefits required by the FIM for the current year in accordance with Art. 110.2 of the FIM Sporting Code. The FMNs have the responsibility of informing the FIM and the FIM Championship Promoter whenever they have suspended a rider or withdrawn his licence.
 - b) Have requested an entry before the closing date of the event.
2. Provisional entries can be made by e-mail but must be confirmed by the duly completed official entry form.
3. Riders may be required to sign an individual entry form during the administrative control.
4. For each event, within 72 hours after the closing date for entries, the list of riders entered will be published.
5. The FIM Administration will publish the list of riders entered.

In addition to 2.1:

2.1.S1GP FIM S1GP SuperMoto World Championship

6. Riders who have been entered in an event of the FIM S1GP SuperMoto World Championship are not allowed to participate in any Continental, international or national races or any other activities involving vehicular use of the circuit at the same event.
7. Riders may enter for one or more events always using the official/specific entry procedure of the FIM Championship Promoter on which all the requested information regarding the rider, team and make of motorcycle must be indicated.
8. Entries must be requested by e-mail to the FIM Championship Promoter: vb@xiem.ch.
9. It is recommended that a provisional entry indicates the following information:
 - IMN number; FMNR; date and venue of the event in which the rider wishes to enter
 - Name and first name of the rider

2. ENTRIES, RIDERS AND TEAMS

2.1 Acceptance of Entries



- FMN of the rider
 - FIM SuperMoto World Championship licence number of the rider (if the licence has already been issued)
 - Date of birth and nationality of the rider
 - Motorcycle of the rider
 - Team of the rider.
10. The maximum number of entries per event is limited to 36 riders in total.
11. The FIM Championship Promoter is entitled to enter more riders in order to reach the maximum authorised number of entries.
12. The closing date for entries for the first event is **30** days before the event.
13. As of the second event, the closing date for entries for each event is 15 days before the event in question.
14. If at any point in time after the publication of the entry lists, the total number of entries should not reach the authorised maximum number of 36, the FIM Championship Promoter is entitled to enter more riders to reach the authorised maximum number.
15. The decision to admit these riders entered by the Promoter to the event must be made before the end of the technical verifications prior to the event in question.
16. For these riders entered by the FIM Championship Promoter, all listed entry conditions (apart from the closing date of entries) apply

2.1.S1N FIM SuperMoto of Nations

2.1.S1NJ FIM Junior SuperMoto of Nations

17. Each FMN and CONU may enter a maximum of two teams (see also Art. 01.2.3 Age of Riders):

A. The FMNs:

- A national S1N team (FIM SuperMoto of Nations).
- A national S1NJ team (FIM Junior SuperMoto of Nations).

B. The CONUs:

- A continental S1N team (FIM SuperMoto of Nations).
- A continental S1NJ team (FIM Junior SuperMoto of Nations).

Always using the official/specific entry procedure of the FIM in which all the requested information regarding the rider, team and make of motorcycle must be indicated.

18. A maximum of 32 teams may be accepted for the FIM SuperMoto of Nations/ FIM Junior SuperMoto of Nations.
19. Each team consists of three riders, all on S1GP motorcycles.
20. Riders of a team entered by an FMN:

2. ENTRIES, RIDERS AND TEAMS

2.1 Acceptance of Entries



- a) Must be holders of the passport of the country which they represent.
 - b) Can be holders of a valid FIM licence issued by any FMN.
21. Riders of a team entered by a CONU:
- a) Each team consists of three riders from at least 2 different member countries from the respective CONU.
 - b) Shall not be holders of a passport from a country entered in the event at any point in time.
 - c) Must be holders of a valid FIM Motocross World Championship licence issued by an FMN affiliated to the respective CONU.
22. It is recommended that a provisional entry indicates the following information:
- a) For each team:
 - S1N Team (FIM SuperMoto of Nations)
 - S1NJ Team (FIM Junior SuperMoto of Nations)
 - b) For the riders of each team:
 - Name and first name of each rider (Rider 1, Rider 2, Rider 3);
 - Date of birth and nationality of the rider
 - FMN of each rider
 - FIM SuperMoto World Championship licence number of the rider (if the licence has already been issued)
 - Motorcycle of the rider
 - c) For the team manager:
 - Name and first name.
23. The closing date for entries is 30 days before the event.
24. Any FMN/CONU who considers its entry has been unjustly refused and because of this finds itself aggrieved, can appeal or lodge a protest to the FIM Administration in accordance with the regulations of the appropriate discipline.
25. Upon the request of the FMN/CONU concerned, the FIM can accept additional teams to reach the maximum number of 32 after the closing date of entries and before the end of the technical verifications prior to the event.
26. For these teams accepted by the FIM, all listed entry conditions (apart from the closing date of entries) apply.

2.2 Age of Riders

1. FIM SuperMoto World Championship licences for riders are issued, only when the rider has attained the minimum age.
2. The limit for the minimum age starts on the date of the rider's birthday and must be reached at the moment of the first technical verifications of the event in question.
3. The limit for the maximum age finishes at the end of the calendar year in which the rider reaches the maximum age of the class in question.

In addition to 2.2:

2.2.S1GP FIM S1GP SuperMoto World Championship

4. Riders who have reached or are above the maximum age but have finished in the top 10 of the previous year's final standings of the FIM SuperMoto World Championship will be given the opportunity to participate again in the Championship the following year, subject to the approval of the FIM Motocross Commission.
5. Riders who have reached or are above the maximum age, but have not finished in the top 10 of the previous year's final standings of the FIM SuperMoto World Championship and have been confirmed with a season-long injury or other special circumstance which have prevented them from competing that season, will be given the opportunity to participate again in the Championship the following year, subject to the approval of the FIM Motocross Commission.
6. The age limits are:
 - a) Minimum age: 15 years.
 - b) Maximum age: 50 years.

2.2.S1N FIM SuperMoto of Nations

2.2.S1NJ FIM Junior SuperMoto of Nations

7. The age limits are:
 - a) Minimum age: 15 years.
 - b) Maximum age S1N: 50 years.
 - c) Maximum age S1NJ: 23 years.

2. ENTRIES, RIDERS AND TEAMS

2.3 Replacement Riders



2.3 Replacement Riders

1. The decision to admit one or more replacement riders to the event must be made before the end of the technical verifications prior to the event in question.
2. Once this deadline is passed, it will no longer be possible to replace a rider.
3. For the replacement riders, all listed entry conditions (apart from the closing date of entries) apply.

In addition to 2.3:

2.3.S1GP FIM S1GP SuperMoto World Championship

4. The replacement of an entered rider can be accepted by the FIM Championship Promoter:

2.3.S1N FIM SuperMoto of Nations

2.3.S1NJ FIM Junior SuperMoto of Nations

4. Once an FMN/CONU has entered a team, the replacement of riders or the changing of classes by the team's riders can still be authorised.
5. In both cases, all listed entry conditions (apart from the closing date of entries) apply.
6. The FMN/CONU of the team concerned must then inform the FIM Administration in writing or by e-mail before the end of the technical verifications prior to the event.
7. Once this deadline is passed, it will no longer be possible to replace a rider in the team.

2. ENTRIES, RIDERS AND TEAMS

2.4 Starting Numbers



2.4 Starting Numbers

2.4.S1GP FIM S1GP SuperMoto World Championship

1. Every rider participating in the FIM SuperMoto World Championship will be allocated a permanent starting number for the season by the FIM Championship Promoter.
2. The number one (#1) will always be reserved for the FIM World Champion of the previous year.

2.4.S1N FIM SuperMoto of Nations

2.4.S1NJ FIM Junior SuperMoto of Nations

3. All the teams in the FIM SuperMoto of Nations/FIM Junior SuperMoto of Nations overall final standings of the previous event will have their starting numbers reserved.
4. The starting numbers will correspond to the team's result in that event and be allocated accordingly.
5. The team winning the FIM SuperMoto of Nations will be allocated numbers 1, 2, 3; the second placed S1N team: 4, 5, 6, and so on.
6. The team winning the FIM Junior SuperMoto of Nations will be allocated numbers 101, 102, 103; the second placed S1NJ team: 104, 105, 106, and so on.
7. The FIM Administration issues starting numbers to all the other teams that enter the event.

2. ENTRIES, RIDERS AND TEAMS

2.5 Non-Participation in an Event



2.5 Non-Participation in an Event

1. Riders who enter a FIM SuperMoto World Championship event and who cannot take part are subject to the provisions of the FIM Regulations.
2. The FMN(s) of any riders who do not inform both the FIM and the organisers of their inability to attend, or who do not provide an acceptable reason before the end of the Technical Verifications, may be fined € 150.- by the FIM Administration.
3. A rider who is present at an event and who does not take part in the practices and/or in the races and/or leaves the event must always inform the FIM Race Director of the reasons for his non-participation.
4. During an event, a rider must always attempt to succeed. If not, he shall not be allowed to continue the competition and is liable to be penalised by the Race Direction.

2.6 Rider Equipment / Protective Clothing

1. Riders are responsible for and must rely on their own judgement in the selection of helmets and apparel which will provide appropriate and durable protection.
2. The helmet, eye protection, equipment and protective clothing must be in accordance with the FIM Technical Rules Motocross of the current year.
3. Although the FIM approves materials, it does not endorse or guarantee specific products or manufacturers.
4. The following apparel must be worn by riders during each practice, qualification, warm-up, warm-up lap or race:

a) Helmets

Helmets must be marked with one of the official international standard marks mentioned in the FIM Technical Rules Motocross of the current year. **Riders with long hair should tie it up in a bun, or braid and tuck it into their shirt.**

b) Eye protection

Goggles must be worn during all on-track competition (Practices, SuperPole, Warm-Up, Warm-Up Lap and Races). The use of helmet visors, roll-offs or tear-offs is also allowed. However, in adverse racing conditions during a Race, riders may take off their goggles but it is strongly recommended to get a new set in the pit lane during the next lap.

c) Equipment / Protective clothing

Riders must wear a complete leather suit (one piece) with additional leather padding or other protection on the principal contact points: knees, elbows, shoulders, hips, etc.

Riders must also wear leather boots and gloves, which with the suit provide complete coverage from the neck down.

The use of unmodified full upper body protection (front and back) is compulsory.

Riders may wear a bib above their leather suit.

d) FIM and FIM Championship logos

Riders must display the FIM and FIM Championship logos on the upper front torso area (left side) of their leathers and/or bib (when the rider is wearing a bib over his leather suit) / (See 7. Diagrams).

e) Family name of the rider / Number of the rider

2. ENTRIES, RIDERS AND TEAMS

2.6 Rider Equipment / Protective Clothing



The family name of the rider must appear on the shoulder line of the leather suit and/or the bib. For the number, please see below/in addition to 2.7.

The name and the number must be in contrasting colour from the leathers/bib colour surrounding the placement of the name/number. The name and number may be outlined. The colour of the outlining must be in contrast to the leather suit/bib colour as well as the name/ number colour (ex: a white leather suit/bib colour with orange name/ numbers could use a black outline).

In addition to 2.6:

2.6.S1GP FIM S1GP SuperMoto World Championship

d) FIM and FIM Championship logos

Riders must display the FIM and FIM S1GP SuperMoto World Championship logo.

e) Number of the rider

The rider's starting number may appear under his name on the back of his leathers/bib (whenever a bib is used). In this case, the number on the leathers/bib must be the same as the one that has been allocated to the rider for the event.

2.6.S1N FIM SuperMoto of Nations

2.6.S1NJ FIM Junior SuperMoto of Nations

a) Helmets

It is recommended that the helmet's overall colour scheme represents:

1. In the case of a team entered by an FMN:

- The colours of the team's national flag. The national flag can be replicated in stripes, bands or other designs.

2. In the case of a team entered by a CONU:

- The colour of the CONU emblem only without any reference in stripes, bands or other designs to the rider's national flag.
- The respective colour of each CONU is as follows:
 - a) FIM Africa: black / Pantone 432C
 - b) FIM Asia: yellow / Pantone 151C
 - c) FIM Europe: blue / Pantone Process Blue
 - d) FIM Latin-America: purple / Pantone 259C
 - e) FIM North-America: rouge / Pantone 200C
 - f) FIM Oceania: green / Pantone 349C.

In addition, the defending FIM Team World Champion (starting numbers 1, 2, 3) is allowed to wear the rainbow colours on the helmet.

2. ENTRIES, RIDERS AND TEAMS

2.6 Rider Equipment / Protective Clothing



The overall pattern on the helmet – including its colour scheme, the stripes and bands or other designs representing the national flag of the team entered by an FMN, the overall pattern of the helmet of the team entered by a CONU and/or the use of the “rainbow” on the helmet (in the case of the defending Champions) – must always be approved by the FMN or CONU entering the team.

The rider’s personal sponsors may be integrated into the overall pattern or displayed in a separate area under the lower end of the strap of the goggles (horizontal line). Consequently, the helmet of each of the riders may be different, but the pattern of the helmet of each rider of a single team must have a similar visual appearance.

Whenever a team is using a helmet and there is a case of “force majeure” (e.g. change of rider, broken helmet, etc.), the helmet in question can be replaced by any other helmet, provided that it complies with the FIM Technical Rules for the current year and has been presented to the Technical Stewards of the event.

c) Equipment / Protective clothing

Riders must wear a bib of their national/continental team over their leathers (see drawings).

The same recommendations as for the helmet are valid for the rider’s bib.

The overall pattern on the bib – including its colour scheme, the stripes and bands or other designs representing the national flag of the team entered by an FMN, the overall pattern of the equipment and protective clothing of the team entered by a CONU and/or the use of the “rainbow” (in the case of the defending Champions) – must always be approved by the FMN or CONU entering the team.

The rider’s starting number must appear under his name on the back of his bib.

d) FIM and FIM Championship logos

Riders must display the FIM and FIM SuperMoto of Nations logo.

e) Family name of the rider / Number of the rider

The starting number of the rider must appear below his name on the back of the bib. The number on the bib must be the same as the one that has been allocated to the rider for the event.

2. ENTRIES, RIDERS AND TEAMS
2.7 Rider / Mechanic / Team Clothing



2.7 Rider / Mechanic / Team Clothing

1. All riders, mechanics and team members must present a clean and neat appearance.
2. Only appropriately dressed persons displaying the proper credentials will be allowed in restricted areas.
3. Cut-off jeans, sleeveless shirts and open-toe shoes are prohibited on the starting grid and in the pit lane.
4. Riders, mechanics and team members are encouraged to display the FIM and FIM Championship logos on shirts/uniform/clothing.

In addition to 2.7:

2.7.S1N FIM SuperMoto of Nations

2.7.S1NJ FIM Junior SuperMoto of Nations

5. National/Continental teams are encouraged to have team shirts /uniforms/clothing for their riders, mechanics and team members.
6. These shirts/uniforms/clothing should include in the overall colour scheme:
 - a. In the case of a team entered by an FMN:
 - The colours of the team's national flag. The national flag can be replicated in stripes, bands or other designs.
 - b. In the case of a team entered by a CONU:
 - The colour of the CONU emblem only without any reference in stripes, bands or other designs to the rider's national flag.

2.8 Rider Behaviour and Assistance

1. Riders must at all times adhere to the provisions of the FIM Regulations.
2. All riders, mechanics and Team members must present a clean and neat appearance.
3. Only appropriately dressed persons displaying the proper credentials will be allowed in restricted areas. Cut-off jeans, sleeveless shirts and open-toe shoes are prohibited in restricted areas.
4. Riders must be physically and mentally fit to control their motorcycles in order to promote the safety of the other riders, team members, officials, spectators and other persons involved in the event.
5. Riders must report any underlying medical disorder or injury they may have to the CMO.
6. Any rider who refuses to submit himself to a special medical examination will be excluded from the event and his FMN, the Race Direction and the FIM will be notified about this.
7. At any time during the event, on request of the Chief Technical Steward, the riders must present themselves and/or their motorcycle(s) and/or equipment to the technical verification.
8. At all times during the event, a rider will be responsible for keeping his motorcycle in conformity with the rules.
9. Unsporting, aggressive or reckless behaviour from a rider or his team members and/or surroundings towards other competitors, mechanics, team staff and officials or other participants (organisers' and Promoters' staff, medical staff, press, public, etc.) on or off the track may be sanctioned by the Race Direction.
10. Riders may be held responsible for the actions of their team members.
11. Riders and team members are forbidden to ride any motorised vehicles, bicycles, city rollers, roller skates or skateboards, etc. on the track outside the official practice/qualifying sessions and races.
12. Riders must obey the official flag signals and the boards which convey instructions.
13. Riders have to carry "on-board" cameras on their motorcycles when requested by the FIM Championship Promoter.
14. The FIM Championship Promoter, rider and Team in question assume full responsibility and the FIM shall not be held liable in case of any incidents in connection with the use of these cameras.

2. ENTRIES, RIDERS AND TEAMS

2.8 Rider Behaviour and Assistance



15. Riders are responsible for being aware of all information issued in the riders' electronic briefing which will be sent to the e-mail address provided by them and/or any other rider's briefing held at the event. Therefore, riders are also responsible to provide their correct personal e-mail address and to take care that e-mails can be delivered.
16. All body jewellery is to be taped over or removed during on-track competition.
17. The use of a portable music player is not allowed at any time during on-track competition.
18. During an event, a rider must always attempt to succeed. If not, he shall not be allowed to continue the competition and is liable to be penalised by the Race Direction.
19. Riders not performing up to competition level may be excluded from the event by the Race Direction.
20. No rider shall be allowed to compete on any other motorcycle than the one(s) that has(have) been presented at technical control in his name and number.
21. Riders must ride in a responsible manner which does not cause danger to other competitors, mechanics, team staff and officials or other participants (organisers' and Promoters' staff, medical staff, press, public, etc.) on or off the track. Riding in an irresponsible manner may be sanctioned by the Race Direction.
22. Riders must obey the official flag, light and the board signals which convey instructions.
23. Riders are responsible for being aware of their surroundings at all time while on the course. They must obey all official signals and directions given to them or they may be sanctioned by the Race Direction.
24. Riding without eye protection is prohibited at all times. However, in adverse weather conditions riders may take off their goggles but it is strongly recommended that they get a new set of goggles in the pit lane during the next lap.
25. Riders must always start the Free Practices, the Time Practices, the Warm-Up and the SuperPole from the pit lane. For the Free Practices, the Time Practices, the Warm- Up: riders will line up in orderly fashion as they arrive in the pit lane. It is forbidden to pass ahead of the others. Riders leave the pit lane for their practice session/Warm-Up one at a time without overtaking another rider before arriving onto the track.

-
26. Riders must accept any type of Timekeeping system approved by the Championship Promoter, including transponders. Riders are responsible for the use of a transponder compatible with the timekeeping system used on the track. Riders must ensure that the transponder is properly charged and mounted correctly to the motorcycle according to the instructions provided by the Promoter and the rider's briefing. Not respecting these rules might result in a lap or lap times not being counted correctly.
27. Only the following signals are allowed between riders/motorcycles and persons connected with them: data and images from official timekeeping transponders and “on-board” cameras, pit board messages displayed in approved areas and “body language” communication by the rider. Radio communication with riders is strictly forbidden.
28. Any outside assistance on the course to the riders is forbidden unless it is provided by a marshal carrying out his duty in the interests of safety. Any infraction of this rule may be penalised.
29. Marshals may assist riders by lifting motorcycles and moving them to a safe place. Any repairs, adjustments or attempts to restart the motorcycle must be made by the rider, working alone with no outside assistance. Marshals are not allowed to assist riders to repair or restart their motorcycles.
30. Receiving medical treatment while on-course during a race, outside of the scope of evaluating the rider’s ability to continue, will be considered outside assistance and the rider will not be allowed to continue that race.
31. Whenever a rider is receiving treatment by the medical staff, team members and/or family members are not allowed at any time to interfere or hinder their proceedings. Any infraction of this rule may be penalised by the Race Direction.
32. In accordance with the FIM Medical Code, Art. 09.3.3 Medical fitness to Race, injured riders must be assessed by the Chief Medical Officer (CMO) before they can resume or return to the competition.
33. Riders must use only the marked course. However, if they accidentally leave the course, they may continue at reduced speed, not accelerating in an unsafe manner, until they can re-enter the course safely. They must re-enter the course, without gaining an advantage, at the closest point to where they left it.
34. Riders who have accidently left the course and are off-course accelerating in an unsafe manner or cutting part of the course may be determined to have gained an advantage without having gained a position.
35. It will be the duty of the Race Direction to make the determination as to whether a rider gained an advantage by accidently leaving the course and re-entering.

2. ENTRIES, RIDERS AND TEAMS

2.8 Rider Behaviour and Assistance



36. The penalty for gaining an advantage while off-course during practices will be the loss of the fastest lap in the respective practice for the rider in question. Further penalties may be imposed.
37. The penalty for gaining an advantage while off-course during races will be the loss of the number of positions gained plus one additional position in the final results of the respective race for the rider in question. If no positions were gained, the penalty will be the loss of one position.
38. Course cutting is forbidden. Should the Race Direction determine that a rider left the course with the intention to gain an advantage, then the rider in question will be disqualified from the respective practice/race. Further penalties may be imposed.
39. A zone must be reserved for repairs and signalling (= the pit lane) during the practices and races. Only mechanics, signallers, representatives of the industry and essential officials bearing valid passes are permitted in this area. Apart from riders, persons under the age of 16 are not allowed.
40. Pit lane signals to riders must be given from the pit box side directly facing the course. Signalling from any other spot in the pit lane in any other direction from the pit lane box is prohibited and will be considered outside assistance for which the penalty will be disqualification from the respective practice, qualification or race.
41. Riders may enter the pit lane to receive assistance or to modify, adjust or replace any part of their safety apparel or motorcycle except the frame, which must be sealed. For silencers, refer to the FIM Technical Rules Motocross. Refuelling is permitted, but must be done with engines dead.
42. No replacement of safety apparel, refuelling or mechanical service may be carried out on the course or outside the pit lane.
43. When a rider is on the course, he must always enter the pit lane by the pit lane entrance. When a rider "misses" the pit lane entrance, he must continue in the direction of the course for another lap. Entering the pit lane by the pit lane exit will be considered as attempting to gain an advantage by course cutting for which the penalty will be disqualification from the respective practice, qualification or race. If necessary, further penalties may be imposed.
44. Riders entering the pit lane should ride in a responsible manner. They should not ride at an excessive speed, not overtake any other riders and must always come to a complete stop. In the latter case, violators will be disqualified from the practice/race in question.
45. Riders who stop their engines in the pit lane may be assisted in re-starting their motorcycles.
46. Once a rider has started his warm up lap, he must continue in the direction of the course. Any infraction may be penalised by the Race Direction.

2. ENTRIES, RIDERS AND TEAMS

2.8 Rider Behaviour and Assistance



47. Riders are not allowed to have a spare motorcycle in the pit lane during a warm-up lap and/or race. Having a spare motorcycle in the pit lane at that time will be considered as attempting to gain an advantage for which the penalty will be disqualification from the respective race.
48. Riders who enter the paddock during a race will not be allowed to re-join that race.
49. Riders returning slowly to the pit lane or paddock should ride carefully, avoid the racing line and not interfere with other riders.
50. Riders are allowed to do practice starts in the designated start practice zone(s) at the end of the Free and Time Practice sessions and Warm-Up. It is prohibited to make any practice starts during the compulsory Warm-Up lap before a Race.
51. One practice start only per rider is allowed in each practice start zone. It is prohibited to make a practice start, then stop further up the track and make another practice start in the same zone.
52. Riders may make a practice start only when there are no stationary motorcycles in front of them. The rider most forward in the practice start zone makes his start first, followed by the rider behind them, and so on.
53. Once the rider has made his practice start, he continues at slow speed to the next practice start zone or the exit of the track.
54. Riders who do not wish to make a practice start continue slowly on the racing line on the side of the track, opposite to the practice start zone and proceed to the exit of the track.
55. A rider must take his position on the starting grid with the motorcycle he is going to use for the race in question.
56. Riders must take their position in an orderly way with the front wheel of their motorcycle up to the line defining their starting grid position.
57. Motorcycles must be centred in the rider's position on the starting grid. Riders may not start in an angle.
58. Motorcycles may not use any mechanical starting aid devices at the start with the exception of the front and rear suspension locks.
59. Riders who want to enter the starting grid after the access from the paddock to the starting grid has been closed will be disqualified from the race in question.
60. Adjustments to the motorcycle can be carried out on the starting grid until 2 minutes before the start of the warm-up lap.
61. If a rider has mechanical problems before the start of the warm-up lap and the motorcycle cannot be repaired on the starting grid, he must push his motorcycle to the pit lane, where he and/or his mechanics may attempt to repair it. The rider in question loses his right to participate in the compulsory

-
- warm-up lap, as well as his initial starting position. He must stay in the pit lane and start the Race from that position after receiving the clearance of the Clerk of the Course or a qualified official nominated by him.
62. If a rider stalls his engine before/during the start of the warm-up lap, he must remain on his position and may attempt to restart. If he can restart the motorcycle within reasonable time, he can do the warm-up lap. If the motorcycle cannot be restarted within reasonable time, he must remain on his motorcycle and raise his arm. Immediately after all the riders have left for the compulsory warm-up lap, he must push his motorcycle into the pit lane, as ordered by the officials, where he and/or his mechanics may attempt to repair it. The rider in question loses his right to participate in the compulsory warm-up lap, as well as his initial starting position. He must stay in the pit lane and start the Race from that position after receiving the clearance of the Clerk of the Course or a qualified official nominated by him.
63. Any rider who encounters mechanical problems during the warm-up lap must go to the pit lane and make repairs. He cannot return to the starting grid. The rider in question must stay in the pit lane and start the Race from the pit lane after receiving the clearance of the Clerk of the Course or a qualified official nominated by him.
64. Riders who do not succeed in returning from the warm-up lap to the start grid or pit lane before the start of the race, will be disqualified from the race in question.
65. When a rider takes his assigned starting grid position after the warm-up lap, he must keep his engine running, he cannot return to the pit lane or receive assistance prior to the start.
66. Any rider who arrives back from the warm-up lap after the Clerk of the Course at the rear of the starting grid has raised the green flag, will be considered a "late arrival". He will lose his initial position at the starting grid and must take a position at the rear of the grid and start the race from there (the row following the last row of riders).
67. If a rider has mechanical problems when he has taken his position on the starting grid after the warm-up lap, he must remain on his motorcycle and raise his arm. If the rider in question is unable to start his motorcycle within a reasonable time, he must obey the instructions of the officials and remove his motorcycle to the back of the starting grid where he may make further attempts to start it. If he succeeds in starting the engine, he must take the start from this position.
68. If by 15 seconds before the start of the Race, a rider has mechanical problems at the starting grid, he must remain on his motorcycle and raise his arm. He must then immediately obey the instructions of the officials and remove his motorcycle to the back of the starting grid where he may make further attempts to start it. If he succeeds in starting the engine, he must take the start from this position.

2. ENTRIES, RIDERS AND TEAMS

2.8 Rider Behaviour and Assistance



69. If he still did not succeed in starting the motorcycle when the start has been given, he must proceed to the pit lane upon instruction of an official, where he and/or his mechanics may make further attempts to start it.
70. Riders taking the start of the Race from the pit lane may then start the Race upon instruction of the Clerk of the Course or a qualified official nominated by him, situated at the pit lane exit.
71. A rider is not permitted to attempt to delay the start by any other means than mechanical problems.
72. A rider may not anticipate the start or he will be penalised with a time penalty of 15 seconds at the end of the Race in question, irrespective of the number of the number of laps he has completed.
73. The rider in question will then be shown the “JUMP START/ + 15 SECONDS” board together with his riding number during 3 laps. His team in the pit lane will be informed by means of the TV results screen with the message: “Jump start # (number of the rider) + 15 seconds”.
74. Riders may use the “Joker Lane” without any restrictions at any time during the Free Practice and the Warm-Up.
75. Riders must use the “Joker Lane” during the Warm-Up lap prior to the SuperFinal. They must again use the “Joker Lane” one time and only once during the SuperFinal otherwise they will be penalised by losing 5 positions in the results of the said SuperFinal.
76. Using the “Joker Lane” at any other time during the event is forbidden. Riders who do not respect this rule may be penalised by the Race Direction.
77. When crossing control lines, the rider must always be in contact with the motorcycle otherwise the lap will not be counted in his result.
78. After having crossed the finish line, riders must continue at race speed until they have passed the “END FINISH ZONE” board and clear the area as quick as possible. Slowing down abruptly or stopping in the area is not allowed unless it is ordered by an official.
79. A rider who has been selected for sound control must immediately present his motorcycle to the technical stewards without returning to the pit lane/paddock, without receiving any technical assistance from his team and without any intervention from anyone on the motorcycle. Violators will be disqualified from the practice/race in question.
80. A rider who is present at an event and who does not take part in the practices and/or in the races and/or leaves the event must always inform the FIM Race Director of the reasons for his non-participation.
81. The riders concerned (top three positions in the overall standings in the event, the leader leading in the point standings and other participants invited at the discretion of the FIM Championship Promoter) must take part

in the Prize-Giving Ceremony and the Press Conference. Any infraction of this rule will be penalised by the Race Direction.

82. Teams, their staff and riders must avoid any verbal/written public declaration which could damage or negatively affect the FIM SuperMoto World Championship. Accordingly, it is an obligation for all riders, Teams and Teams staff and/or representative thereof, to refrain from releasing any public pronouncement which may irresponsibly harm the lawful interests of the FIM, the FIM Championship Promoter or which may be contrary to the integrity of the FIM SuperMoto World Championship or the sport.
83. Public pronouncements which harm irresponsibly the lawful interest of the FIM SuperMoto World Championship or which are contrary to its integrity or the sport shall include, but not be limited to:
- a) Public statements or comments to the media that irresponsibly attack, disparage, disrepute or damage the FIM and the FIM Championship Promoter;
 - b) Public comments that members and riders of the team know, or should reasonably know, will irresponsibly harm the reputation, image or best interests of the sport and/or any of the FIM and the FIM Championship Promoter are expressly covered by this regulation;
 - c) It is understood that responsible expressions of legitimate disagreement with the FIM, the FIM Championship Promoter and FIM SuperMoto World Championship policies are not prohibited.
84. Before leaving a venue/facility, it is the responsibility of riders/teams to deposit all their waste fuel, fuel drums, motor oils, coolants, tires, batteries, black water and all other hazardous wastes in the proper hazardous waste disposal area provided by the venue/facility. Should proper hazardous waste disposal containers not be available on-site, riders/teams must transport such items from the venue/facility for proper disposal.

2. ENTRIES, RIDERS AND TEAMS
2.9 Team Manager



2.9 Team Manager

2.9.S1N FIM SuperMoto of Nations

2.9.S1NJ FIM Junior SuperMoto of Nations

1. Each national/CONU team is limited to one Team Manager.
2. A Team Manager should not at the same time be a rider.
3. The Team Manager is appointed by the FMN/CONU of the team he represents.
4. During the event, the Team Manager shall be responsible for all matters regarding his team.
5. The FIM must be informed, in writing, of all appointments of Team Managers on the closing date of entries at the latest.

3. MOTORCYCLES, CLASSES AND OTHER SPECIFICATIONS
3.1 Motorcycles and Classes



3. MOTORCYCLES, CLASSES AND OTHER SPECIFICATIONS

3.1 Motorcycles and Classes

1. FIM SuperMoto World Championship events are open to motorcycles as defined in the FIM Regulations, Appendix 01, FIM Motocross Technical Regulations:

S1GP / S1N / S1NJ

Motorcycles of Cat. I, Group A1, over 175cc up to 250cc for 2-stroke engines and over 290cc up to 450cc for 4-stroke engines

3.2 Front Number Plate

1. The motorcycle's front number plate must always display (see 7. Diagrams):
 - a) The background colour, in accordance with the FIM Regulations hereunder, as well as the FIM Motocross Technical Rules.
 - b) The number of the rider, in accordance with the FIM Regulations hereunder, as well as the FIM Motocross Technical Rules.
 - c) The logos of the FIM and the FIM Championship as shown on the diagram must have a minimum clear space of 10 mm between the logos and the number below.
 - d) Team publicity is allowed on the front plate below the number but always respecting a minimum clear space of 10 mm between the team publicity and the number above.
2. The numbers must be clearly legible for the spectators and officials.
3. The logos of the FIM and the FIM Championship must be clearly visible.
4. Any motorcycle without the logos of the FIM and the FIM Championship on the front number plate will be considered not in conformity with the Regulations and the rider will not be allowed to enter the course.

In addition to 3.2:

3.2.S1GP FIM S1GP SuperMoto World Championship

5. At the first event of the Championship, the following colour schemes are compulsory and must be displayed by the reigning FIM SuperMoto World Champion:
 - S1GP Red background + White numbers + Logos of the FIM and S1GP.
6. As of the second event of the Championship, the following colour schemes are compulsory and must be displayed by the current leader of the Championship:
 - S1GP Red background + White numbers + Logos of the FIM and S1GP.
7. For the other riders, the colour scheme for the background of the front number plate and the numbers is free. However, there must be a clear colour distinction between the colour of the number, the FIM and S1GP logos and the colour of the background.
8. The following colours shall be used, following the RAL colour table, i.e.:
 - Black 9005
 - White 9010
 - Red 3020

3. MOTORCYCLES, CLASSES AND OTHER SPECIFICATIONS

3.2 Front Number Plate



3.2.S1N FIM SuperMoto of Nations

3.2.S1NJ FIM Junior SuperMoto of Nations

5. The following colour schemes are compulsory and must be displayed by the winning S1N team of the previous FIM SuperMoto of Nations:
 - S1N Red background + White numbers + Logos of the FIM and S1N.
6. The following colour schemes are compulsory and must be displayed by all the other S1N teams:
 - S1N White background + Black numbers + Logos of the FIM and S1N.
7. The following colour schemes are compulsory and must be displayed by the winning S1NJ team previous year's FIM Junior SuperMoto of Nations:
 - S1NJ Black background + Red numbers + Logos of the FIM and S1N.
8. The following colour schemes are compulsory and must be displayed by all the other S1NJ teams:
 - S1NJ Black background + White numbers + Logos of the FIM and S1N.
9. The following colours shall be used, following the RAL colour table, i.e.:
 - Black 9005
 - White 9010
 - Red 3020

3.3 Side Number Plates

1. The motorcycle's side number plates must always display:
 - a) The number of the rider, in accordance with the FIM Regulations hereunder, as well as the FIM Motocross Technical Rules.
2. The numbers must be clearly legible for the spectators and officials.
3. The logos of the FIM and the FIM Championship must be clearly visible.
4. Any motorcycle without the logos of the FIM and the FIM Championship on the side number plates will be considered not in conformity with the Regulations and the rider will not be allowed to enter the course.

In addition to 3.3:

3.3.S1GP FIM S1GP SuperMoto World Championship

5. The motorcycle's side number plates must always display:
 - b) The FIM and S1GP logos.
 - c) Optionally, publicity of the rider's/team's sponsor(s).
6. There is freedom of design and publicity, but incorporation of the rider's number and the FIM and S1GP logos into the graphics is compulsory.
7. The colour scheme for the background of the side number plates and the numbers is free. However, there must be a clear colour distinction between the colour of the number, the FIM and S1GP logos and the colour of the background.

3.2.S1N FIM SuperMoto of Nations

3.2.S1NJ FIM Junior SuperMoto of Nations

5. The motorcycle's side number plates must always display:
 - b) For Teams entered by an FMN:**
The Team's national flag, respecting the dimensions of the number plate.
 - c) For Teams entered by a CONU:**
The CONU emblem on a white background, respecting the dimensions of the number plate.
6. There must be a clear colour distinction between the colour of the number and the colour of the background/flag/emblem. The number may be outlined

3.4 Front Fork Covers

1. The motorcycle's front forks covers must always display:
 - a) The logo of the Official Tyre Supplier (See 7. Diagrams).
2. The logo of the Official Tyre Supplier must be clearly visible.
3. Any motorcycle without the logo of the Official Tyre Supplier on the front forks covers of the motorcycle will be considered not in conformity with the Regulations and the rider will not be allowed to enter the course.

3.5 Tyres

1. The Official Tyre Supplier will be nominated by the FIM Championship Promoter.
2. For each event the Official Tyre Supplier may supply for front and rear a maximum of two (2) specifications of “dry” tyres and one (1) specification of “wet” tyres each. All competitors will have equal access to these tyres.
3. In cases where an equal access to these tyres cannot be guaranteed to all competitors, the FIM Race Direction, in cooperation with the FIM Championship Promoter and the Official Tyre Supplier, will decide upon the equal number of each specification of tyres that must be made available to each rider and the distribution method for the event.
4. At each event, the participants shall use only those tyres distributed by the Official Tyre Supplier at the event in question.
5. The Official Tyre Supplier will apply a sticker with an identification number for the event in question on the left sidewall of each tyre.
6. The Official Tyre Supplier will have a written explanation of the markings and the general characteristics of the different types of tyres available for the FIM Race Director.
7. At the beginning of the event, the Official Tyre Supplier must have available for the FIM Race Director one (1) sample of each type of tyre that will be used at the event.
8. Only tyres intended for SuperMoto application are permitted. Other tyre types, such as Motocross, Enduro or Trial tyres are prohibited.
9. The maximum tread depth of the front and/or rear tyres used must be 10 mm in the centre of the tread width.
10. Additional tread grooves, cuts, etc. are allowed on the front and/or rear tyres.
11. During Free Practices, Timed Practice, SuperPole, Warm-Up, Warm-up lap and Races, no motorcycle may enter the track without the front and rear tyres being marked with an adhesive sticker, supplied by the FIM Championship Promoter and displayed on the left side of each tyre.
12. The sticker will show an identification number for each rider and the event in question.
13. The Official distributing the stickers must prepare a list with the starting number and name of each rider and the identification number of the stickers he received.
14. Every rider (or his representative) must sign this list upon receiving his stickers. The list must be presented to the Race Direction before the beginning of the first official practice.

3. MOTORCYCLES, CLASSES AND OTHER SPECIFICATIONS

3.5 Tyres



15. After delivery of the stickers, the rider will be responsible for their safekeeping and use. Any abuse may give rise to sanctions according to these Regulations.
16. The stickers must be applied to the left sidewall of the tyre. A Technical Steward of the FMNR will check that all the motorcycles that go out on the course are fitted with tyres carrying the correct sticker.
17. Any case of use of motorcycles fitted with tyres without valid stickers will immediately be reported to the FIM Race Director, who will take appropriate action.
18. Any motorcycle entering the track fitted with tyres without a valid sticker will be considered not in conformity with the Regulations and the rider may be disqualified from the Practice, SuperPole, Warm-Up or Race in question.
19. If, in the opinion of the FIM Race Director, the violation is unintentional and/or was caused by a race incident, he may decide to impose an alternative penalty.
20. In exceptional cases, should the sticker be damaged or applied in the wrong way, up to two (2) extra stickers may be provided at the sole discretion of the FIM Race Director. However, the damaged sticker must be returned to the FIM Race Director and/or the tyre it was applied to must be absolutely intact.
21. In case a sticker is applied on the wrong sidewall of a new tyre (a tyre that has not been used yet), the rider concerned will receive a warning from the FIM Race Director and he will be allowed to enter the track.
22. In case a sticker is applied on the wrong sidewall of a used tyre (a tyre that has been used in a previous session), the rider concerned will be ordered the FIM Race Director to apply a new sticker on the left sidewall of the tyre in order to enter the track.
23. In case of rain, there will be no restriction on the number of tyres that can be used during that time. Consequently, the tyres must then not be marked with a sticker. These decisions will be taken by the Race Direction and communicated to the riders and officials.
24. At any time during the event, and upon the request of the FIM Delegate or FIM Race Director, riders shall be able to give a precise account of the number of tyres they have used.

In addition to 3.5:

3.5.S1GP FIM S1GP SuperMoto World Championship

25. A maximum of eight (8) tyres is allowed per event. This maximum total quantity indistinctly includes front and rear tyres.
26. A total of eight (8) stickers will be handed to each rider according to a timetable decided by FIM Race Director. However, these stickers will be distributed before the beginning of the first official practice of the event.

3. MOTORCYCLES, CLASSES AND OTHER SPECIFICATIONS

3.5 Tyres



3.5.S1N FIM SuperMoto of Nations

3.5.S1NJ FIM Junior SuperMoto of Nations – less than 5 teams present

25. A maximum of seven (7) tyres is allowed per event. This maximum total quantity indistinctly includes front and rear tyres.
26. A total of seven (7) stickers will be handed to each rider or team manager pursuant to the timetable decided by FIM Race Director. However, these stickers will be distributed before the beginning of the first official practice of the event.
27. The team winning the B-Final will be allowed to use one (1) extra tyre per rider which it will receive from the FIM Race Director immediately after the results of the B-Final have been approved.

3.5.S1NJ FIM Junior SuperMoto of Nations – 5 to 10 teams present

28. **A maximum of five (5) tyres is allowed per event. This maximum total quantity indistinctly includes front and rear tyres.**
29. **A total of five (5) stickers will be handed to each rider or team manager pursuant to the timetable decided by FIM Race Director. However, these stickers will be distributed before the beginning of the first official practice of the event.**

3. MOTORCYCLES, CLASSES AND OTHER SPECIFICATIONS
3.6 Additional Technical Specifications



3.6 Additional Technical Specifications

1. In addition to the Motocross Technical Rules, additional technical specifications will apply for motorcycles entering FIM SuperMoto World Championships. Please refer to Article 01.51 of the current FIM Technical Rules for Motocross.

4. OFFICIALS AND PROCEDURES
4.1 General



4. OFFICIALS AND PROCEDURES

4.1 General

1. The management and supervision of events, as well as the judicial procedure, are the responsibility of the officials appointed by the FIM or the FMNs.
2. Appointed officials must be fluent in English or French. Other languages are an asset.
3. The FIM and the FMNs shall appoint officials whose aptitude and integrity for the position they can fully justify.
4. These officials must be in possession of a valid FIM licence for the appropriate discipline and function.
5. Official's FIM licences are only issued after the officials have proved to be competent according to the special requirements for each discipline. The relevant FIM Commissions organise seminars obligatory for certain officials.
6. The FIM or the FMNs have the right to renew or cancel an appointment whenever necessary.
7. An official may not be a rider, sponsor, team manager, mechanic or promoter involved in the event.
8. The Clerk of the Course must present to the FIM Delegate a list of all Officials of whom the number of the FIM licence must be mentioned.
9. All officials and marshals must remain operative and available with all the required equipment for the event in place within the time limit for lodging a protest/appeal.
10. See also the FIM Regulations, Chapter 40 of the Sporting Code.

4.2 Supplementary Regulations

1. The Supplementary Regulations (SR) must include all additional information and details relative to a particular meeting which are not stated in the FIM Codes, Appendices and Regulations.
2. The SR must in no case be in contradiction with the FIM Codes, Appendices and Regulations.
3. The SR must be drawn up in conformity with the standard model laid down by the CMS (see copy published in this booklet).
4. The SR must be published at least in English and must be approved by the FMNR and the FIM.
5. The FMNR must send an electronic copy of the draft SR to the FIM Administration for approval by the FIM, no later than three months before the date of the event.
6. The FIM, FMNR and the organiser must also publish these SR on their respective websites as soon as they have been approved by the FIM.
7. Amendments to the SR may be made but must always be approved by the Race Direction, and subsequently brought to the attention of all persons concerned.
8. The SR must subsequently be ratified by the Race Direction during its first meeting.

4.3 Officials who hold an FIM Licence

1. Any of the following officials, when on duty at FIM SuperMoto World Championships, must be a holder of the appropriate FIM official's licence valid for the current year:
 - FIM Delegate
 - FIM Race Director
 - FIM Chief Steward
 - FMNR Steward
 - Clerk of the Course
 - FIM Chief Flag Steward
 - FIM Technical Director
 - Chief Technical Steward
 - Technical Steward
 - Chief Timekeeper
 - FIM Medical Director
 - Chief Medical Officer
 - Environmental Steward.
2. In order to facilitate the communication between the various officials, it is recommended that they speak English fluently.

4. OFFICIALS AND PROCEDURES
4.4 Jurisdiction



4.4 Jurisdiction

1. With the exception of the FIM Delegate, the FIM Race Director, the FIM Stewards Panel, the FIM Technical Director, the FIM Medical Director and the FIM Chief Flag Steward, all FIM licence holders, holders of an FIM laissez-passer, officials and their assistants, and all other persons involved in the event are subject to the authority of the Clerk of the Course.

4.5 FIM Delegate

1. The FIM Motocross Commission (CMS) will appoint the FIM Delegate.
2. The FIM Delegate must be holder of an FIM Motocross Sporting Steward licence.
3. If the FIM Delegate is prevented from arriving at the event in time, until his arrival, he will be replaced by the FIM Chief Steward.
4. In case of a “force majeure” during the event where the FIM Delegate becomes permanently unavailable for the event in question, he will be replaced by the FIM Chief Steward.
5. The FIM Delegate has no responsibility for the organisation of the event and his only duties are for representative or supervision purposes unless he is acting as a Member of the Race Direction.
6. The authority and duties of the FIM Delegate include but are not limited to:
 - a) The FIM Delegate must be present before the start of the circuit control and remain after the event until the completion of his duties.
 - b) The FIM Delegate exercises supreme control of the event and is responsible for ensuring that all FIM regulations are observed.
 - c) The FIM Delegate shall call a meeting of the Race Direction before the first official practice session and at the end of each day of official practices and/or races.
 - d) The FIM Delegate is responsible for the communication with the Stewards.
 - e) The FIM Delegate has the right to invite any guests to the Race Direction Meetings, when appropriate.
 - f) The FIM Delegate must ensure that the decisions of the Race Direction conform to the rules of the Sporting Code, to the Regulations published by the FIM and the Supplementary Regulations of the event.
 - g) The FIM Delegate must ensure that all parties concerned, as well as the Stewards, receive written notification of any judicial decision pronounced by the Race Direction as soon as possible.
 - h) At the end of the event, the FIM Delegate, together with the Clerk of the Course, must sign the official classification of the event.
 - i) The FIM Delegate must collate all the official reports, documents and official results of the event according to the respective FIM Delegate e-File and upload this file on the FIM Share Platform within 72 hours after the end of the event.

4.6 FIM and FMNR Stewards

1. There will be a Panel of two Stewards:
 - The FIM Chief Steward
 - The FMNR Steward.
2. The FIM Chief Steward is appointed by the FIM Motocross Commission (CMS).
3. If the nominated FIM Chief Steward is prevented from arriving at the event in time, the CMS may name a replacement, with first priority given to a CMS Member not from the FMNR.
4. In case of a “force majeure” where the FIM Chief Steward has to replace the FIM Delegate during the event, he will name his replacement, with first priority given to a CMS Member not from the FMNR.
5. The FMNR is limited to one FMNR Steward.
6. Each Steward has one vote. Decisions are based upon a simple majority. In case of a tie, the FIM Chief Steward will exercise the casting vote.
7. The Stewards have no responsibility for the organisation of the event and their only duty is to give a verdict on appeals lodged against decisions of the Race Direction.
8. The authority and duties of the Stewards include but are not limited to:
 - a) Ensuring that the event is conducted according to the Regulations and reporting any infringement to the Race Direction.
 - b) Adjudicating on any appeal against the decisions of the Race Direction.
 - c) The FIM Chief Steward must ensure that the decisions of the FIM Stewards Panel conform to the rules of the Sporting Code, to the Regulations published by the FIM and the Supplementary Regulations of the event.
 - d) The FIM Chief Steward must ensure that all parties concerned, as well as the Race Direction, receive written notification of any judicial decision pronounced by the FIM Stewards Panel as soon as possible.

4.7 Race Direction

1. The Race Direction is composed of the FIM Delegate, the FIM Race Director and the Clerk of the Course.
2. Each Member has one vote. Decisions are based upon a simple majority. In the case of a tie, then the FIM Delegate will exercise a casting vote.
3. The quorum for a meeting of the Race Direction is two persons.
4. The meetings of the Race Direction are chaired by the FIM Delegate.
5. The Race Direction will meet at any time required during the event; at least before the first official practice session and at the end of each of day of official practices and/or races.
6. The Race Direction will hear any protests that are lodged during the event.
7. The Race Direction has the competence to pronounce ex officio sanctions against riders, team staff, officials, promoters/organisers and all the persons involved in any capacity whatsoever in an event or in the Championship.
8. The authority and duties of the Race Direction are:
 - a) To ensure the smooth and efficient running of the event.
 - b) To approve all the official results of the event.
 - c) To impose penalties for any infringements of the Regulations.
 - d) To impose penalties for any voluntary or involuntary action or deed accomplished by a person or a group of persons during an event, contrary to the current Regulations or instructions given by an official of the event.
 - e) To impose penalties for any corrupt or fraudulent act, or any action prejudicial to the interests of the events or of the sport, carried out by a person or a group of persons occurring during an event.
 - f) To impose penalties on organisers for having been unable to ensure the smooth and efficient running of the event or for serious breaches of the Regulations.
 - g) To adjudicate on any protest relating to infringements of the Regulations.
9. The Race Direction may pronounce the following penalties provided for in the FIM Disciplinary and Arbitration Code, without prejudice to Art. 2.2 and 2.3 of the of the same Code:
 - a) Warnings
 - b) Fines, subject to a maximum of € 3'000.-
 - c) Time and/or point penalties
 - d) Drop of positions
 - e) Disqualification

4. OFFICIALS AND PROCEDURES
4.7 Race Direction



-
- f) Suspension for a period not exceeding 30 days starting from the date of the offence
 - g) Loss of right to participate in the Championship, which may be applied to one or more events

or refer the case to the International Disciplinary Court to impose a higher penalty that it is empowered to.

- 10. Any person or organisation affected by a disciplinary decision of the Race Direction has the right to appeal this decision. This appeal must be presented to the FIM Stewards Panel 30 minutes at the latest after the notification of that decision.
- 11. Appeals against a disciplinary decision taken by the Race Direction will be dealt with by the FIM Stewards Panel.

4.8 FIM Stewards Panel

1. The FIM Stewards Panel is composed of:
 - a) The FIM Chief Steward
 - b) The FMNR Steward.
2. The quorum for a meeting of the FIM Stewards Panel is one person.
3. Each Member has one vote. Decisions are based upon a simple majority. In the case of a tie, then the FIM Chief Steward will exercise a casting vote.
4. The meetings of the FIM Stewards Panel are chaired by the FIM Chief Steward.
5. The FIM Stewards Panel will meet at any time required during the event.
6. The FIM Stewards Panel will hear any appeals against decisions of the Race Direction.
7. The FIM Stewards Panel may pronounce the following penalties provided for in the FIM Disciplinary and Arbitration Code, without prejudice to Art. 2.2 and 2.3 of the of the same Code:
 - a) Warnings
 - b) Fines, subject to a maximum of € 3'000.-
 - c) Time and/or point penalties
 - d) Drop of positions
 - e) Disqualification
 - f) Suspension for a period not exceeding 30 days starting from the date of the offence
 - g) Loss of right to participate in the Championship, which may be applied to one or more events

or refer the case to the International Disciplinary Court to impose a higher penalty that it is empowered to.
8. An appeal against the decision of the Race Direction may be lodged to the FIM Stewards Panel. This appeal must be presented 30 minutes at the latest after the notification of that decision.
9. After exhaustion of the FIM internal instances, an appeal to the CAS is still possible. This appeal must be presented 5 days at the latest after the notification of the final decision.

4. OFFICIALS AND PROCEDURES

4.9 Race Direction Meetings



4.9 Race Direction Meetings

1. During its first meeting, the Race Direction shall approve the following matters:
 - a) Amendments, if any, to the SR after the opening date for entries verifying that all the riders and participants engaged have been informed thereof.
 - b) Report of the Secretary to the Race Direction stipulating that officials with any responsibility for the running of the event are in possession of their respective licences and authorisations.
 - c) Report of the FIM Championship Promoter Representative to the Race Direction stipulating that all riders and participants entered have duly completed the official FIM SuperMoto World Championship entry form and that they are in possession of their respective licences.
 - d) Report from the Clerk of the Course showing all steps to be taken to ensure the orderly running of the event.
 - e) Report and control of the safety standards of the event;
 - f) Control and approve any amendments of requests of extra safety measures as mentioned in the inspection report.
 - g) Control of the official permission from the local authorities to run the event and of the third-party insurance policy of the organiser.

In addition to 4.9:

4.9.S1GP FIM S1GP SuperMoto World Championship

- h) Report to the Race Direction by the Representative of the FIM Championship Promoter.

4.9.S1N FIM SuperMoto of Nations

4.9.S1NJ FIM Junior SuperMoto of Nations

- h) Report to the Race Direction by the Representative of the FIM Administration.

4. OFFICIALS AND PROCEDURES
4.10 Minutes of Meetings



4.10 Minutes of Meetings

1. The Minutes of all the Race Direction and/or FIM Stewards Panel meetings must be written in English.
2. The Minutes must state in detail any penalties imposed, the decisions taken concerning any protests received (copies of which must be attached), the details of any accidents which may have occurred, any possible irregularities observed, as well as the opinion of the Race Direction regarding the success of the organisation and any possible remarks they consider to be worthy of special mention.
3. The Minutes are to be prepared by the Secretary and must be signed by him and the FIM Delegate.
4. The Minutes must be added to the FIM Delegate e-File of the event.

4.11 Publication of Decisions

1. All decisions necessary for the running of the event as well as the results must be published as soon as it is reasonably possible. These decisions must be published in English.
2. Any judicial decision pronounced by the Race Direction or the FIM Stewards Panel must be notified to the party (parties) involved directly at the venue of the event or, failing that, addressed by registered letter with acknowledgement of receipt.
3. Except for cases under §6 below, this document/notification of a decision shall:
 - a) State the names and the licence numbers of the Members of the Race Direction/FIM Stewards Panel.
 - b) State the name(s) of the party (parties) involved.
 - c) In case of a protest, state that the protest fee has been paid by the protesting party.
 - d) State the reasons for the action taken/protest.
 - e) State the articles to which the action taken/protest relates.
 - f) State any additional information obtained during the hearing;
 - g) State the decision of the Race Direction/FIM Stewards Panel and its evidence and brief reasons.
 - h) For decisions of the Race Direction: shall be signed by the FIM Delegate;
 - i) For decisions of the FIM Stewards Panel: shall be signed by the FIM Chief Steward.
4. Whenever the party (parties) involved is (are) notified in writing at the event, the following procedure must be respected:
 - a) The party (parties) concerned by the Race Direction/FIM Stewards Panel decision must sign for receipt on a copy of that decision/ acknowledgement of receipt.
 - b) For decisions of the Race Direction: shall be signed by the FIM Delegate.
 - c) For decisions of the FIM Stewards Panel: shall be signed by the FIM Chief Steward.
 - d) The name of the person who receives the decision. His position/ function, the venue, date, time of reception must also be mentioned on this acknowledgement of receipt.
 - e) The copy of the decision, signed for receipt by the party (parties) concerned, must be added to the Report of the FIM Delegate.

4. OFFICIALS AND PROCEDURES
4.11 Publication of Decisions



5. In the case of the following infractions (statements of fact to which no protest is possible), the notification of a decision shall be different:

A. Any time during the event:

Offence (in alphabetical order)	Penalty
Cutting the course:	Disqualification from the respective Practice/Race.
Entering the pit lane by the exit:	Disqualification from the respective Practice/Race.
Entering the pit lane and not coming to a complete stop:	Disqualification from the respective Practice/Race.
Entering the pit lane by the pit lane exit:	Disqualification from the respective Practice/Race.
Non-conformity of the rider's motorcycle / General:	Disqualification from the respective Practice/Race.
Non-conformity of the rider's motorcycle / Failing a sound test:	Loss of 5 positions in the respective Practice/Race (*).
Non-respect of the waved yellow and/or medical flag(s) / First offence during an event	Loss of 2 positions in the respective Free Practice/Time Practice/Race (*)
Non-respect of the waved yellow and/or medical flag(s) / Any additional offence during the same event	Loss of 10 positions in the respective Free Practice/Time Practice/Race (*).
Radio communication between a rider and his team:	Disqualification from the respective Practice/Race.
Receiving any assistance to control, restart or repair the motorcycle along the course (except in the pit lane):	Disqualification from the respective Practice/Race.
Receiving any assistance on the course other than from a marshal in the interest of safety (except in the pit lane):	Disqualification from the respective Practice/Race.
Refuelling on the course:	Disqualification from the respective Practice/Race.
Receiving signals along the course, (except from the pit lane box/ trackside):	Disqualification from the respective Practice/Race.
Stopping to consult with others on the course (except in pit lane):	Disqualification from the respective Practice/Race.

(*) Positions and points corresponding to the new position in case of a race awarding points.

B. During the Free Practices/Time Practices/Warm-Up:

Offence (in alphabetical order)	Penalty
Hindering or impeding the progress of other riders:	Loss of the fastest lap time in the respective Free Practice/Time Practice/Warm-Up.
Leaving the course and gaining an advantage:	Loss of the fastest lap in the respective Free Practice/Time Practice/Warm-Up.
Stopping on the course without any valid reason:	Loss of the fastest lap in the respective Free Practice/Time Practice/Warm-Up.

C. On the starting grid:

Offence	Penalty
Arriving late in the starting grid zone (cut-off point: 7 minutes before the start of the Warm-Up lap):	Disqualification from the respective Qualifying Race/Race.
Arriving back from the Warm-Up lap in the starting grid zone after the start has been given:	Disqualification from the respective Qualifying Race/Race.
Refuelling:	Disqualification from the respective Qualifying Race/Race.
Riders who have mechanical problems, cannot start or stall their engine (before the start of the Warm-Up Lap):	Loss of participation in the Warm-Up lap and starting position in the respective race and obligation to take the start from the pit lane.
Returning to the paddock after having taken a position on the starting grid:	Disqualification from the respective Qualifying Race/Race.

D. During the Warm-Up Lap:

Offence	Penalty
Arriving late from the Warm-Up lap to the starting grid (after the raising of the green flag):	Loss of starting position in the respective race and obligation to take the start from the pit lane.
Entering the pit lane:	Disqualification from the respective Qualifying Race/Race.
Having a spare motorcycle in the pit lane:	Disqualification from the respective Qualifying Race/Race.

During the Warm-Up Lap (Cont'd):

Refuelling:	Disqualification from the respective Qualifying Race/Race.
Riders who encounter mechanical problems:	Loss of starting position in the respective race and obligation to take the start from the pit lane.
Stopping anywhere on the course to do a practice start:	Disqualification from the respective Qualifying Race/Race.

E. During the Start Procedure (After the Warm-Up lap):

Offence (in alphabetical order)	Penalty
Anticipating the start:	15 second time penalty to be added to the rider's total racing time at the end of the race in question.
Changing motorcycle:	Disqualification from the respective Qualifying Race/Race.
Changing position at the starting grid:	Disqualification from the respective Qualifying Race/Race.
Not following the instructions of an official after the green flag has been raised (riders with mechanical problems at the start):	Disqualification from the respective Qualifying Race/Race.
Riders who encounter mechanical problems or stall their engine and cannot start their engine in reasonable time:	Loss of starting position in the respective race and obligation to take the start from the back of the starting grid.
Receiving assistance after having taken a position at the starting grid:	Disqualification from the respective Qualifying Race/Race.
Returning late from the warm-up lap to the starting grid or pit lane before the start of the race:	Disqualification from the respective Qualifying Race/Race.
Returning to the paddock after having taken a position on the starting grid:	Disqualification from the respective Qualifying Race/Race.

F. During the Qualifying Races/Races:

Offence (in alphabetical order)	Penalty
Having a spare motorcycle in the pit lane:	Disqualification from the respective Qualifying Race/Race.
Leaving the course and gaining an advantage without gaining any position:	Loss of 1 position in the respective Qualifying Race/Race (*).

During the Qualifying Races/Races (Cont'd):

Offence (in alphabetical order)	Penalty
Leaving the course and gaining an advantage and/or position(s):	Loss of one position plus the number of positions gained in the respective Qualifying Race/Race (*).
Not using the Joker Lane or use it more than one time (SuperFinal)	Loss of 5 positions in the results of the "SuperFinal"

(*) Positions and points corresponding to the new position in case of a race awarding points.

G. In the case of a Re-Start:

Offence:	Penalty
Not succeeding in bringing the motorcycle in the starting grid zone:	Disqualification from the respective Qualifying Race/Race.

6. In the above-mentioned cases, the following procedure will apply:
- a) The rider(s) will be notified orally by the FIM Race Director when he (they) finishes (finish) the race.
 - b) The official results will be modified accordingly, with mention of rider(s) concerned and the imposed penalty.
 - c) The rider can appeal the decision within 30 minutes after the publication of the results (only in the case of course cutting).

4.12 FIM Race Director

1. The FIM Motocross Commission (CMS) will appoint the FIM Race Director.
2. If the FIM Race Director is prevented from arriving at the event in time, the FIM Delegate will decide on his replacement.
3. The FIM Race Director has no responsibility for the organisation of the event and his only duties are for representative or supervision purposes unless he is acting as a Member of the Race Direction.
4. The authority and duties of the FIM Race Director include but are not limited to:
 - a) The FIM Race Director must be present at least 24 hours before the start of practice and remain after the event until the completion of his duties.
 - b) The FIM Race Director must inspect the circuit and safety installations before practice begins (= circuit control).
 - c) The FIM Race Director may make recommendations to the Race Direction which affect or vary from the published programme, such as the postponement, stopping or abandonment of the event.
 - d) In exceptional circumstances occurring during a practice session and/or a race, the FIM Race Director may on his own initiative take decisions which affect or vary from the published programme, such as the duration, stopping and re-running of a practice session/race, the disqualification of a rider.

4.13 Clerk of the Course

1. The Clerk of the Course is appointed by the FMNR.
2. The Clerk of the Course cannot be at the same time the FMNR Steward.
3. When carrying out his duties, the Clerk of the Course shall act and work in permanent consultation with the FIM Race Director.
4. The Clerk of the Course is responsible for the conduct and efficient running of the event. His essential duties include but are not limited to:
 - a) The Clerk of the Course must be present as of 09:00 a.m. the day preceding the start of the official practices and remain available after the event until the completion of his duties.
 - b) The Clerk of the Course must certify that official permissions from the local authorities to run the event have been granted to the organiser.
 - c) The Clerk of the Course must present a copy of the third-party insurance policy of the organiser to the FIM Delegate.
 - d) The Clerk of the Course must ensure that the circuit, track or venue is in good condition, that all officials are present and ready to carry out their duties and that the safety, medical and control services are on duty.
 - e) The Clerk of the Course may make recommendations to the Race Direction which affect or modify the published programme, such as the duration, the postponement, re-running, stopping of a practice session/race or abandonment of the event.
 - f) The Clerk of the Course, in consultation with the FIM Race Director, can prevent a rider or a motorcycle from starting, or order their withdrawal from the event if he considers such action necessary for safety reasons.
 - g) The Clerk of the Course must ensure that the FIM Regulations are respected; he may propose penalties to the Race Direction.
 - h) The Clerk of the Course can order the removal from the circuit, track or venue and its vicinity of any person refusing to obey the orders of an official in charge.
 - i) The Clerk of the Course must notify the Race Direction of all decisions to be taken or already taken, and of any protest handed over to him.
 - j) The Clerk of the Course must collate the reports and results from all officials and all other information necessary to present his report to the Race Direction, and to have the provisional results of the event approved.

4.14 FIM Chief Flag Steward

1. A FIM Chief Flag Steward may be appointed by the Director of the FIM Motocross Commission.
2. The FIM Chief Flag Steward is not responsible for the flag marshals but will ensure that their duties are carried out in accordance with the FIM Regulations.
3. The FIM Chief Flag Steward works in cooperation with the FIM Race Director, the FIM Delegate, the Clerk of the Course and the Chief Flag Marshal.
4. The authority and duties of the FIM Chief Flag Steward include but are not limited to:
 - a) The FIM Chief Flag Steward will report any concerns or deficiencies relating to the flag marshals to the FIM Race Director and FIM Delegate and present proposals to resolve such concerns.
 - b) The FIM Chief Flag Steward will attend the circuit control and define the flag marshal positions in cooperation with the FIM Race Director, The Clerk of the Course and the Chief Flag Marshal.
 - c) The FIM Chief Flag Steward will hold a briefing with the flag marshals.
 - d) The FIM Chief Flag Steward is the final arbiter in relation to flag marshal issues at the event.
 - e) The FIM Chief Flag Steward will attend all meetings of the Race Direction, but without voting rights.

4.15 FIM Technical Director

1. The FIM Technical Director is appointed by the Director of the FIM International Technical Commission in consultation with the Director of the FIM Motocross Commission.
2. The FIM Technical Director is not responsible for the technical verifications but will ensure that they are carried out in accordance with the FIM Technical Code.
3. The FIM Technical Director works in cooperation with the FIM Race Director, the FIM Delegate and the Chief Technical Steward.
4. The authority and duties of the FIM Technical Director include but are not limited to (Please, also refer to the FIM Technical Code):
 - a) The FIM Technical Director will report any concerns or deficiencies relating to the technical verifications to the FIM Race Director and FIM Delegate and present proposals to resolve such concerns.
 - b) The FIM Technical Director will hold a briefing with the technical stewards prior to the technical verifications.
 - c) The FIM Technical Director is the final arbiter in relation to technical issues at the event.
 - d) Data provided by a rider/motorcycle may be used for investigation purposes. The FIM Technical Director has the right to review these data. Any data reviewed by the FIM Technical Director must remain strictly confidential.
 - e) The FIM Technical Director will examine with the Chief Technical Steward the motorcycle(s) and the protective equipment of any rider(s) involved in serious or fatal accidents and present a written report to the FIM Delegate.
 - f) The FIM Technical Director will attend all meetings of the Race Direction, but without voting rights

4.16 Chief Technical Steward

1. The Chief Technical Steward, appointed by the FMNR, must be holder of an FIM Senior Technical Steward's licence.
2. In addition to the Chief Technical Steward, at least one Technical Steward must be holder of an FIM Technical Steward's licence.
3. The Chief Technical Steward shall in particular:
 - a) Together with his staff and equipment, be fully operational as of one hour before the technical verifications.
 - b) Together with his staff, participate in a briefing with the FIM Technical Director prior to the technical verifications.
 - c) Verify the machines and equipment in accordance with the FIM Regulations and the Supplementary Regulations.
 - d) Draw up a technical report and hand a copy to the Clerk of the Course.
 - e) If requested to do so by the Race Direction, attend meetings, but without voting rights.
4. When carrying out his duties, the Chief Technical Steward shall act and work in permanent consultation with the FIM Technical Director.
5. After an event, the Chief Technical Steward, his staff and equipment must remain available until protest/appeal time has expired.

4. OFFICIALS AND PROCEDURES
4.17 Chief Timekeeper



4.17 Chief Timekeeper

1. The Chief Timekeeper must be holder of an FIM Timekeeper's licence.
2. The Chief Timekeeper and the timekeepers shall in particular:
 - a) Have the required knowledge and understanding of the FIM SuperMoto World Championship Regulations concerning the procedures, production, presentation and publication of the results of the respective FIM Championship/Cup.
 - b) Be qualified to use the timekeeping system of the event.
 - c) If requested to do so by the riders, examine their results and show them the recording of their lap times.
 - d) Produce the official results in accordance with the FIM Regulations and hand a copy to the Clerk of the Course.
 - e) If requested to do so by the Race Direction, attend meetings, but without voting rights.
3. After an event, the Chief Timekeeper, his staff and equipment must remain available until protest/appeal time has expired.

In addition to 4.17:

4.17.S1GP FIM S1GP SuperMoto World Championship

4.17.S1N FIM SuperMoto of Nations

4.17.S1NJ FIM Junior SuperMoto of Nations

4. The Chief Timekeeper and the timekeepers are appointed by the FIM Championship Promoter.

4.18 Environmental Steward

1. The Environmental Steward is appointed by the FMNR.
2. The Environmental Steward must be holder of an FIM Environmental Steward's licence.
3. The Environmental Steward, appointed by the FMNR, shall be responsible for all environmental aspects and shall in particular:
 - a) Ensure that the FIM Environmental Code is respected.
 - b) Report to the Clerk of the Course any infringement to the FIM Environmental Code.
 - c) Have access to all information concerning the event, and be able, prior, during and after the event, to give recommendations on all aspects of the event which may have potential environmental consequences.
 - d) Fill in the environmental check-list, send it as per the instructions to the CID and hand a copy to the FIM Delegate.
 - e) If requested to do so by the Race Direction, attend meetings, but without voting rights.
4. After an event, the Environmental Steward must remain available until protest time has expired.

4.19 FIM Medical Director

1. The FIM Medical Director at an event will be a member of the FIM Medical Commission and is appointed by the Director of the Medical Commission in consultation with the Director of the Motocross Commission.

A. Overall Role and Responsibilities

2. The duties of the FIM Medical Director at an MX event shall be:
3. To receive from the CMO a signed copy of the Circuit CMO Questionnaire (appendix F) and to ensure that the facilities comply with it.
4. To inspect the circuit with the CMO and Race Director the day before the first practice session. A further check will be made no later than 30 minutes before the first practice session and at least 15 minutes before the start of subsequent session or race each day to ensure that all medical facilities and staff including the Medical Centre are ready to function and in accordance with the agreed medical plan and the Medical Code, and to report any shortcomings to the CMO, Race Director and FIM Delegate.
5. To obtain from the CMO at the end of each practice session or race a list of injured competitors and to ensure that the list of unfit competitors established by the Medical Director is up to date to ensure unfit competitors are not allowed on the circuit.
6. To attend serious incidents with the CMO or his nominated deputy and render such assistance as may be necessary and to deal with any issues with the medical service around the circuit. A motorcycle or quad if possible should be provided to facilitate this.
7. To observe the promptness and appropriateness of rescue actions and interventions during the event. Whenever possible the Medical Director should be able to watch each race on television with the Race Director to ensure maximum coverage and facilitate rapid decision making.
8. To examine with CMO all competitors listed as injured (Unfit Competitors/Riders List) who wish to compete and to assess and agree their fitness to do so.
9. To attend meetings of the Race Direction.
10. To observe and advise regarding the appropriate application of the Medical Code.
11. To inform the Race Direction, and if necessary the FIM Medical Commission of any medical arrangement that contravenes the FIM Medical Code.
12. To advise regarding the fitness to compete, or otherwise, of an injured competitor.

B. Rules of Engagement

13. The Medical Director will work in co-operation with the Race Director and FIM Delegate.
14. The Medical Director will report to the Race Director and FIM Delegate any necessary interventions regarding the medical service.
15. The Medical Director is the final arbiter in relation to medical issues at the event.
16. The Medical Director is independent of the promoter, the organizer and the teams.
17. The Medical Director is a member of the FIM International Medical Commission.
18. The Medical Director is responsible to the FIM.
19. The Medical Director is not responsible for the treatments of the medical service but will ensure that it is sufficient, appropriate and in accordance with the FIM Medical Code.
20. The Medical Director will report any concerns or deficiencies relating to the event medical service provision to the Race Director and FIM Delegate and present proposals to resolve such concerns.
21. In extreme circumstances the Medical Director may in collaboration with the Race Director propose to the Event Management to delay the practice sessions or races or in exceptional circumstances recommend its cancellation.
22. The CMO has the overall responsibility for the medical service.
23. In any case of uncertainty, the Medical Director will contact the Director of the FIM Medical Commission or a medical colleague of the Bureau of the FIM Medical Commission.
24. The Medical Director will send the list of fit and unfit riders to the Medical Commission Coordinator and other relevant officials for onward transmission to the CMO at the following event.
25. The Medical Director will be provided with accident and injury statistics from each event and forward these to the CMI Coordinator for collation.
26. The Medical Director will provide a report to the CMS & CMI Coordinators, CMI Director, CMS Director, Race Director and the Promoter following each event.
27. The Medical Director is available for medical questions and advice for riders, teams and the Promoter and other and will liaise with the CMO and the local medical services on their behalf.

4. OFFICIALS AND PROCEDURES

4.19 FIM Medical Director



-
28. The Medical Director will if necessary attend the hospital to ensure the prompt and appropriate treatment of riders and officials if required and to ascertain the arrangements for repatriation.
 29. The Medical Director will ensure that arrangements are in place to receive information and updates from the hospitals regarding the condition of injured riders.
 30. The Medical Director will provide advice regarding anti-doping requirements to the riders, their doctors, their teams and the CMO.
 31. The overall aim of the Medical Director is to ensure that all participants are provided with rapid, appropriate and all necessary medical care of the highest standard at each event.
 32. This list is not exhaustive and also includes any other duties that are required to ensure the safety and wellbeing of the participants and to ensure the event medical service is in accordance with the FIM Medical Code.

C. Other Duties, Roles and Responsibilities Before and During an Event

33. Prior to the event the Medical Director must receive the CMO Questionnaire as required by and in accordance with the FIM Medical Code.
34. Any injured rider must first be seen and assessed by the official event medical service and CMO for emergency treatment and be declared fit or unfit to compete as appropriate. He may then attend any other doctor of his choice. If the CMO advises against this, the rider must sign a declaration that he is seeking other advice and treatment (Appendix C). If necessary the Medical Director is able to overrule the CMO.
35. Any rider, who, after treatment by a doctor not part of the event medical service, wishes to ride, must first obtain authorization for this from the CMO of the event or his deputy, who should consider any recommendation by the doctor treating him. A full report has to be given in writing to the Medical Director.
36. Please refer to the current FIM Medical Code regarding the schedule of the FIM Medical Director.

4.20 Chief Medical Officer

1. The Chief Medical Officer (CMO) is appointed by the FMNR.
2. The CMO must be holder of an FIM Chief Medical Officer's licence.
3. The CMO has the overall responsibility for the medical service and shall, in particular:
 - a) Be the same throughout the event.
 - b) Must complete the FIM Circuit CMO Questionnaire (Appendix F) and send it - together with all relative documents - to the CMI (cmi@fim.ch) and the FIM Medical Director at least 60 days prior to the event.
 - c) Must contact in writing, at least 60 days before the event, hospitals in the vicinity of the event that are able to provide the specialist services as required by the current FIM Medical Code.
 - d) Be familiar with the circuit and the organisation of the medical services at which he is appointed.
 - e) Have to attend the circuit control together with the FIM Medical Director and the Clerk of the Course one day prior to the first practices.
 - f) Inspect, together with the FIM Medical Director, all medical/paramedical services not less than 30 minutes before the start of practice and racing each day of the event.
 - g) Ensure that all medical/paramedical services and staff are in their correct places and ready to function.
 - h) Ensure that all medical/paramedical services are briefed prior to the first practice session, as well as debriefed after the event.
 - i) Give information and recommendations to the Race Direction on injured riders and all aspects of the event which may have potential medical consequences.
 - j) To examine with the FIM Medical Director all competitors listed as injured (Unfit Riders List) who wish to compete and assess and agree their fitness to do so.
 - k) Ascertain that fallen riders are medically fit to continue in competition.
 - l) In accordance with normal medical practice will complete a clinical record of all medical examinations and assessments. A copy of the clinical record should be provided to the rider or their nominated representative to facilitate ongoing treatment after the event and referral to the rider's medical insurance provider.
 - m) Will prepare the list of injured riders (Medically unfit list) to be given to the Medical Director and FIM Medical Representative (if present).

4. OFFICIALS AND PROCEDURES
4.20 Chief Medical Officer



- n) Must inform and update the FIM Medical Director and FIM Medical Coordinator (cmi@fim.ch) regarding the condition of injured riders and liaise with the relevant hospital to ascertain and report the progress of their condition and treatment.
 - o) Send the accident reports and accident statistic forms electronically to the FIM Medical Coordinator (cmi@fim.ch) by the day following the event (Appendices D and E/FIM Medical Code).
 - p) Should attend Race Direction meetings, but without voting rights.
4. This list is not exhaustive and also includes any other duties that are required to ensure the safety and well-being of the participants and to ensure the event medical service is in accordance with the FIM Medical Code. Please, also refer to the current FIM Medical Code.

4.21 Flag Marshals

1. Flag Marshals are appointed by the FMNR/organiser.
2. It is recommended that Flag Marshals be holder of an FMNR Flag Marshal's licence. The minimum age for Flag Marshals is 18 years.
3. Flag Marshals must have participated in a briefing with the Chief Flag Marshal, the Clerk of the Course or a qualified official nominated by him.
4. For each Flag Marshal's post, the Organiser must establish a list with the names of the marshals occupying the post. This list is to be given to the Clerk of the Course, who will hand it over to the FIM Delegate before the start of the official practices.
5. The marshals must be identified by uniform shirts or bibs of a neutral colour, in no case yellow or red, so that they cannot be mistaken with the flags.
6. As a principle, there should be a minimum of two marshals available per post: one Flag Marshal (using a flag) and one marshal (without a flag) to give assistance to a rider in the interests of safety. One or more additional marshals are recommended at jumps.
7. However, the position and occupation of each post will be decided by the FIM Race Director, the Clerk of the Course, and the Chief Flag Marshal during the circuit control. If deemed necessary, the position and occupation of a post may be modified at any time.
8. After an event, the Flag Marshals must remain available until protest/appeal time has expired.

4.22 Official Signals / Boards

1. Boards for official signals shall be provided by the FIM Championship Promoter, and must be produced to a high standard and be clearly readable.
2. Official board signals before the warm-up lap shall be given by means of a white board (minimum L 750 mm X W 750 mm) with a black block number on both sides:

Board Signals	Meaning
"15 SECONDS" board (At the start)	15 seconds until the starting procedure enters its final phase.

3. Practice start zones will be indicated by a black board (minimum L 750 mm X W 750 mm) with "PRACTICE START ZONE" in white lettering:

"PRACTICE START ZONE" (With a painted straight line across the track)	Riders to do the practice start from behind the painted straight line across the track.
--	---

4. The end of the finish zone will be indicated by a black board (minimum L 750 mm X W 750 mm) with "END OF FINISH ZONE" in white lettering:

"END FINISH ZONE" (At the finish)	Riders must continue at race speed until they have passed this board. Slowing down abruptly or stopping before is not allowed unless it is ordered by an official.
--------------------------------------	--

5. The 15 seconds penalty for an anticipated start by a rider will be indicated to him by a black board (minimum L 750 mm X W 750 mm) with "JUMP START, + 15 SECONDS" in white lettering:

"JUMP START + 15 seconds" With the rider's number	The rider concerned has been inflicted a 20 seconds time penalty for anticipating the start.
---	--

In addition to 4.22:

4.22.S1GP FIM S1GP SuperMoto World Championship

6. The "Joker Lane" will be indicated by a black board (minimum L 750 mm X W 750 mm) with "JOKER LANE" in white lettering:

"JOKER LANE"	Entrance to the "Joker Lane"; riders to take the "Joker Lane" one time and only one time during the "SuperFinal".
--------------	---

4. OFFICIALS AND PROCEDURES
4.23 Official Signals / Lights



4.23 Official Signals / Lights

1. Lights for official signals shall be provided by the FIM Championship Promoter and must be clearly visible.
2. Official light signals shall be given as follows:

Light Signals	Meaning
Red light, switched on (At the start)	The start will be given within the next 5 seconds.
(When the red light is on, the start procedure enters its final phase)	
Red light, switched off (At the start)	Start

4. OFFICIALS AND PROCEDURES
4.24 Official Signals / Flags



4.24 Official Signals / Flags

1. Official flag signals shall be given by means of a flag measuring minimum L 750 mm X W 600 mm.
2. The flags (and number boards below) for official signals shall be provided by the FMNR/Organiser:

Flag Signals	Meaning
Red flag	All riders must stop racing and go to the area indicated by the officials.
<ul style="list-style-type: none"> • All false starts must be indicated by waving a red flag. • The red flag is superior to all flags. 	
Black flag and a board with a rider's number on it	Rider in question to stop racing and leave the circuit using the pit lane or access from the circuit to the paddock.
Yellow flag, held stationary	Danger, ride cautiously
<ul style="list-style-type: none"> • A stationary yellow flag will be displayed for maximum 5 minutes at the beginning of the first free practice session and during the warm-up lap which precedes a qualifying race or a race. 	
Yellow flag, waved	Great danger, prepare to stop, no overtaking. A significant reduction in speed must be observed; therefore, jumps should not be attempted.
<ul style="list-style-type: none"> • The waved yellow flag is superior to the stationary yellow flag. 	
Yellow and red striped flag	Oil, water or another substance is affecting adhesion on this section of the track.
<ul style="list-style-type: none"> • The yellow & red stripes must be visible on both sides of the flag. • The yellow & red striped flag must be available at each flag marshal post). 	
Medical flag (white with diagonal red cross)	Medical staff on the track, proceed with extreme caution. Riders must roll each jump individually with no overtaking until past the area of concern.
<ul style="list-style-type: none"> • A medical flag must be available at each flag marshal post. • The medical flag is superior to the stationary and waved yellow flags. 	

4. OFFICIALS AND PROCEDURES
4.24 Official Signals / Flags



Blue, waved	Warning, you are about to be lapped. Hold your line.
<ul style="list-style-type: none"> • The blue flag must be used by supplementary flag marshals, specialised for this flag only. • A blue stationary flag will be displayed during the Warm-Up lap which precedes a qualifying race or a race. 	

Green flag	Course clear for the start of the race or start of the Race.
<ul style="list-style-type: none"> • The green flag will be used for starting the Race whenever it is not possible to start by means of the start light procedure. 	

Black and white chequered flag	End of the practices, the qualifications, the warm-up, the race.
--------------------------------	--

3. Whenever several flags are displayed in the same area, the superior flag always takes precedence over the other flag(s).
4. The non-respect of the waved yellow and/or the medical flag by a rider (riders) will be considered as a statement of fact to which no protests are possible.
5. The non-respect of the waved yellow and/or the medical flag by a rider (riders) will be sanctioned as follows:
 - First offence during an event: loss of 2 positions in the respective practice/race (positions and points corresponding to the new position in case of a race awarding points);
 - Any additional offence during the same event: loss of 10 positions in the respective practice/race (positions and points corresponding to the new position in case of a race awarding points);
 for the rider(s) in question.
6. The penalty will not be carried over to the next event.
7. The Pantones for the colours of the flags are as follows:

Black:	Pantone Black C	Yellow:	Pantone Yellow C
Blue:	Pantone 286 C	Green:	Pantone 348 C
Red:	Pantone 186 C	White:	Pantone White C

5. RUNNING OF THE EVENT
5.1 Administrative Control



5. RUNNING OF THE EVENT
5.1 Administrative Control

1. Riders entered in an event may be required to present their FIM SuperMoto World Championship licence and/or to sign an individual entry form during an administrative control carried out by the FIM/FMNR/Organisers and/or the FIM Championship Promoter.
2. It is necessary to confirm whether all the riders present at the event:
 - a) Are in possession of a valid FIM SuperMoto World Championship licence.
 - b) Have duly completed the official FIM SuperMoto World Championship entry form.

In addition to 5.1:

5.1.S1GP FIM S1GP SuperMoto World Championship

3. The FIM Championship Promoter must prepare an updated entry list and give it to the Clerk of the Course before the start of the administrative control.
4. The FIM Championship Promoter must also verify that there is nothing to prevent a rider from participating in the event, e.g. injury, suspension, disqualification, or any other ban on riding.
5. The report (confirmation) of administrative control must be presented to the Race Direction by the representative of the FIM Championship Promoter during the first meeting of the Race Direction.

5.1.S1N FIM SuperMoto of Nations

5.1.S1NJ FIM Junior SuperMoto of Nations

3. The FIM Administration must prepare an updated entry list and give it to the Clerk of the Course before the start of the administrative control.
4. The FIM Administration must also verify that there is nothing to prevent a rider from participating in the event, e.g. injury, suspension, disqualification, or any other ban on riding.
5. The report (confirmation) of administrative control must be presented to the Race Direction by the FIM Administration before the start of the official practices of the event.

5. RUNNING OF THE EVENT
5.2 FIM Laissez-Passer



5.2 FIM Laissez-Passer

1. The FIM S1GP SuperMoto World Championship and the FIM SuperMoto of Nations are covered by a contract signed by the FIM.
2. Therefore, and for security and practical reasons, only passes issued by the FIM Contractual Partner are valid.

In addition to 5.2:

5.2.S1GP FIM S1GP SuperMoto World Championship

5.2.S1N FIM SuperMoto of Nations

5.2.S1NJ FIM Junior SuperMoto of Nations

3. Passes are issued for exclusive use by the person named on the pass or to whom the pass has been assigned. The lanyard is considered part of the pass and must be worn with the pass around the neck.
4. Transfer, misuse of, or failure to display the pass as described may be cause for disciplinary action or revocation.
5. Passes can be revoked at any time without refund of the pass fees.
6. Any person holder of a valid pass issued by the FIM Championship Promoter without the proper pass in his or her possession may be required to pay the applicable fee to receive the appropriate pass for access to the event.

5. RUNNING OF THE EVENT

5.3 Preliminary Technical Verifications



5.3 Preliminary Technical Verifications

1. Prior to practice, a technical control must be carried out in accordance with the procedure and the times fixed in the FIM Regulations and/or the Supplementary Regulations of the event.
2. The technical verifications must be held on the site of the event.
3. The rider and/or the mechanic and/or the team manager must attend the Technical Verifications.
4. During these technical verifications, a rider must present for verification his helmet, his full upper body protection equipment and leather outfit/ bib. The leather outfit and/or bib must display the FIM and the FIM Championship logos (See 7. Diagrams).
5. A rider may be required to provide and sign a written declaration asserting the conformity of certain parts of his motorcycle.
6. During the event and per class, riders are allowed to use only those motorcycles (maximum two) presented at technical control.
7. The motorcycle's front and side number plates must display the FIM and the FIM Championship logos; the front forks covers must display the logo of the Official Tyre Supplier (See 7. Diagrams).
8. Each rider must present one motorcycle in his name and number at technical control. There are two possibilities for a second motorcycle, which must be of the same make, type and cylinder capacity as the first one:
 - a) Riders may present at technical control a second motorcycle in their name and number;
 - b) Teams may present at technical control a second motorcycle to be used by two or more riders. In this case, the team presenting the motorcycle must inform the Technical Stewards of the names and numbers of the riders eligible to use this motorcycle.
9. For the initial sound control and technical inspection, a rider (or his mechanic) shall present only one spare silencer per motorcycle. Other spare silencers may be presented after all participants have presented their motorcycles, or on the following days of the event.
10. "On-board" cameras and associated equipment from the FIM Championship Promoter as well as transponders are not considered as telemetry.
11. The maximum limit of the pre-race sound level is fixed at:
 - S1GP: 112 dB/A + 2 dB/A tolerance (for all engine types)
12. Riders may change motorcycles at any time except during a race. Changing motorcycles during a race is prohibited.

5. RUNNING OF THE EVENT
5.3 Preliminary Technical Verifications



13. The final choice of a motorcycle to be used for the race must be made before the motorcycle enters the starting grid area.
14. At any point in time during the event:
 - a) No rider shall be allowed to compete on any other motorcycle than the one(s) that has(have) been presented at technical control in his name and number.
 - b) On request of the FIM Technical Director/Chief Technical Steward, a rider must present himself and/or their motorcycle(s) and/or equipment to the technical verification;
 - c) A rider will be responsible for keeping his motorcycle(s) and/or equipment in conformity with the rules;
 - d) Data provided by a rider/motorcycle may be used for investigation purposes. The FIM Technical Director has the right to review these data. Any data reviewed by the FIM Technical Director must remain strictly confidential;
 - e) The FIM Race Director can disqualify a motorcycle of which the construction or condition is considered to be or may become a source of danger.

5. RUNNING OF THE EVENT
5.4 Special Medical Examination



5.4 Special Medical Examination

1. At any time during an event, at the request of the FIM Medical Director, FIM Race Director, FIM Delegate or International Medical Panel delegate, a special medical examination may be carried out by an Official Doctor, or another doctor nominated by the Chief Medical Officer.
2. Any rider who refuses to submit himself to such special medical examination will immediately be excluded from competition, and his case notified to his FMN and to the FIM for the possible application of a penalty.

5.5 Circuit Control

1. A circuit control will be carried out by the Race Direction the day preceding the Free Practices (generally at 15:00 or at any other time set by the latter).
2. If deemed necessary, a second circuit control can be carried out.
3. The FIM Medical Director (when appointed) and the Chief Medical Officer, as well as the FIM Chief Flag Steward (when appointed) and the Chief Flag Marshal, must also attend the circuit control.
4. If the Chief Medical Officer is not present, the organiser must be prepared to discuss any topics related to the medical set-up around the track: positions and number of staff for each ground post, evacuation of injured riders, etc.
5. If the Chief Flag Marshal is not present, the Clerk of the Course must be prepared to discuss any topics related to the flag marshals: number of marshals, positions, etc.
6. Members of the FIM Stewards Panel and Representatives of the FIM Championship Promoter, the FMNR or the Organiser as well as the Secretary of the Event or any other person deemed necessary, may also attend the circuit control.
7. The FIM Delegate, together with the FIM Race Director, must prepare the Circuit Control Report.
8. When the course has been approved and homologated for the event, the FIM Race Director must prepare the Circuit Inspection Report and hand it over to the FIM Delegate.

5. RUNNING OF THE EVENT
5.6 Meeting with the Organisers



5.6 Meeting with the Organisers

1. A meeting with the organisers will be held after the circuit control, generally at 17:00.
2. The Members of the Race Direction and FIM Stewards Panel, as well as the FIM Chief Flag Steward (when appointed), the FIM Medical Director (when appointed) and Chief Medical Officer, are expected to attend this meeting.
3. Also invited to attend this meeting are: the Secretary of the Event, the Chief Timekeeper, The FIM Technical Director and the Chief Technical Steward, the Environmental Steward, the Paddock Marshal, the Chief Flag Marshal, the Press Officer, representatives of the FIM Championship Promoter and the organisers, etc.
4. If the Chief Medical Officer is not present, the organiser must be prepared to discuss the medical installations and evacuation plan for the event.

5. RUNNING OF THE EVENT
5.7 Filming with “On-Board” Cameras



5.7 Filming with “On-Board” Cameras

1. Riders may be required by the FIM Championship Promoter to carry “on-board” cameras. In that case, the FIM Championship Promoter must provide the names of the riders who will be carrying “on-board” cameras to the FIM Race Director.
2. The FIM Championship Promoter, rider and Team in question assume full responsibility and the FIM shall not be held liable in case of any incidents in connection with the use of these cameras.
3. When a motorcycle is equipped with “on-board” cameras, the cameras and associated equipment must be carried during the entire event, from the practice sessions until the end of the event.
4. Cameras and other equipment will be supplied to the designated riders/teams in due time before the first practice.
5. Riders/teams must give reasonable access and assistance to the designated technicians to facilitate mounting and adjustment of the equipment.
6. An “on-board” camera (other than the one from the FIM Championship Promoter) is not allowed during the entire event, from the practice sessions until the end of the event.

5. RUNNING OF THE EVENT
5.8 Riders' Briefing



5.8 Riders' Briefing

1. All the information related to the event will be sent to the riders and officials by e-mail.
2. In addition to the "electronic briefing", there will be a demonstration of the complete start procedure.

In addition to 5.8:

5.8.S1GP FIM S1GP SuperMoto World Championship

5.8.S1N FIM SuperMoto of Nations

5.8.S1NJ FIM Junior SuperMoto of Nations

3. It is the responsibility of each rider and team to attend the start procedure demonstration, be aware of all information given and follow all instructions issued in the "electronic" briefing.
4. A separate briefing may be held with the local riders ("Wild Card" riders) whose participation is mandatory. The time and place of this briefing will be decided by the Race Direction.

5. RUNNING OF THE EVENT
5.9 Practice Restrictions



5.9 Practice Restrictions

1. During an event, riders and team members are forbidden to ride any motorised vehicles, bicycles, city rollers, roller skates or skateboards, etc. on the track outside the official practice/qualifying sessions and races.

In addition to 5.9:

5.9.S1GP FIM S1GP SuperMoto World Championship

2. Furthermore, riders are forbidden to use the “Joker Lane” in any other practice sessions than the Free Practices and the Warm-Up.

5. RUNNING OF THE EVENT

5.10 Practices



5.10 Practices

1. Participation in the Free Practises is optional. Riders may use the “Joker Lane” during the Free Practices.
2. Participation in the Time Practises is compulsory.
3. Whenever there are several practice groups, riders may not change group.
4. Riders must start each Practice session from the pit lane.
5. Mass starts are forbidden.
6. All Practice sessions must be timed, with the results displayed on the monitors

In addition to 5.10:

5.10.S1GP FIM S1GP SuperMoto World Championship

7. The practices are organised according to the following formats:

Up to 32 or up to 36 riders present

S1GP	Duration per session	Maximum number of riders
2 X Free Practice	20 minutes	32 / 36
1 X Time Practice	30 minutes	32 / 36

8. Riders are not allowed to use the “Joker Lane” during the Time Practice:

5.10.S1N FIM SuperMoto of Nations

5.10.S1NJ FIM Junior SuperMoto of Nations

7. The practices are organised according to the following model:

S1N + S1NJ	Duration per session	Maximum number of riders
1 X Free Practice / Rider 1	30 minutes	32
1 X Free Practice / Rider 2	30 minutes	32
1 X Free Practice / Rider 3	30 minutes	32
1 X Time Practice / Rider 1	30 minutes	32
1 X Time Practice / Rider 2	30 minutes	32
1 X Time Practice / Rider 3	30 minutes	32

5. RUNNING OF THE EVENT

5.11 Practice Starts



5.11 Practice Starts

1. Practice starts are allowed at the end of the Free and Time Practice sessions and Warm-Up.
2. Practice starts can be made only in the designated start practice zone, when it is safe to do so and off the racing line.
3. A “Practice Start Zone” board will be placed on the side of the track indicating the start practice zone, which will be off the racing line, on the side of the track opposite to the normal racing line.
4. Several start practice zones may be designated.
5. It is prohibited to make any practice starts during the compulsory Warm- Up lap before a Race.
6. At the end of the Free Practice, Time Practice or Warm-Up, the rider passes the chequered flag. He continues at a steady speed until he reaches the “Practice Start Zone” board.
7. Yellow flags will be waved at the flag marshal post(s) before the practice start zone, to alert riders that there may be motorcycles ahead, at a halt and ready to do practice starts.
8. Riders may make a practice start only when there are no stationary motorcycles in front of them. The riders most forward in the practice start zone make their starts first, followed by the riders behind them, and so on.
9. One practice start only per rider is allowed in each practice start zone. It is prohibited to make a practice start, then stop further up the track and make another practice start in the same zone.
10. Once the rider has made his practice start, he continues at slow speed to the next practice start zone or the exit of the track.
11. Riders who do not wish to make a practice start continue slowly on the racing line on the side of the track, opposite to the practice start zone and proceed to the exit of the track.

5. RUNNING OF THE EVENT
5.12 Camera-On-Boards-Lap Session



5.12 Camera-On-Boards-Lap Session

1. The FIM Championship Promoter may schedule a separate “Camera-On-Board-Laps-Session” in the programme.
2. In that case, a rider/riders may be asked by the FIM Championship Promoter to do the “Camera-on-Board-Laps-Session” with a camera either mounted on the helmet or motorcycle.
3. The “Camera-On-Board-Laps-Session” may be scheduled as of the time the course has been homologated by the FIM Race Director but cannot be done during the Practices, Qualifying or Races.
4. The rider must take the start from the area indicated by the officials.
5. Officials, flag marshals and medical staff must remain on their positions during the “Camera-On-Board-Laps-Session”.
6. The FIM shall not be held liable in case of any incidents in connection with the use of these cameras.

5.13 Qualifying

5.13.S1GP FIM S1GP SuperMoto World Championship

1. Qualifying will involve a Time Practice, the SuperPole and eventually a “Last Chance” **and/or Pre-Qualifying Practices, a Qualifying Practice and a “Last Chance”**. Riders are not allowed to use the “Joker Lane” during the Time Practices and the “SuperPole”.
2. A minimum of 15 non-qualified riders is necessary to run the “Last Chance”.
3. **If there are less than 36 riders present, they** will qualify for their starting positions in “RaceOne” and the “FastRace” according to their best result in the Time Practice, Last Chance and/or SuperPole. In case of ties, the second-best times will be taken into consideration.
4. **If there are more than 36 riders present, they will qualify for their starting position in “RaceOne” and the “FastRace” according to their best result in the Pre-Qualifying Practice, Qualifying Practice, Last Chance and/or SuperPole. In case of ties, the second-best times will be taken into consideration.**

5.13.1 Time Practice

Up to 32 riders

S1GP	Positions	Results
Time Practice (30 minutes / Maximum 32 riders)	1 to 6	Participate in the SuperPole.
	7 to 32	Determine the riders’ starting positions for “RaceOne” and the “FastRace”.

5. If, for any reasons, a rider does not score any result in the Time Practice, he will be placed last on the starting grid for “RaceOne” and the “FastRace”. If several riders are concerned, the results of the previous Free Practice will be taken in consideration. Should there still be riders without any result after this procedure, then a ballot will decide upon their starting position for “RaceOne” and the “FastRace”.
6. If the Time Practice is cancelled for any reason, the results from the previous Free Practice will be used to determine the starting positions of the riders in “RaceOne” and the “FastRace”.
7. In proven exceptional cases of force majeure where a rider does not score a result in the Free and Time Practices, he may be admitted by the Race Direction to participate in the Warm-Up.
8. If, for unforeseen reasons, no qualification results are obtained at all before the Warm-Up, then the latter may be treated as a qualifying session for the

S1GP Races. The Race Direction will decide upon any modifications to the time schedule and qualifying criteria.

More than 32 riders and up to 36 riders

S1GP	Positions	Result
Time Practice (30 minutes / Maximum 36 riders)	1 to 6	Participate in the SuperPole.
	7 to 20	Are qualified for the races.
	21 to 36	Relegated to the “Last Chance”.

9. If, for any reasons, a rider does not score any result in the Time Practice, he will be placed last on the starting grid for “Last Chance”. If several riders are concerned, the results of the previous Free Practice will be taken in consideration. Should there still be riders without any result after this procedure, then a ballot will decide upon their starting position for the “Last Chance”.
10. If the Time Practice is cancelled for any reason, the results from the previous Free Practice will be used to determine the starting positions of the riders according to the principle above.
11. If, for unforeseen reasons, no qualification results are obtained at all before the Warm-Up, then the latter may be treated as a qualifying session for the S1GP Races. The Race Direction will decide upon any modifications to the time schedule and qualifying criteria.

5.13.2 Pre-Qualifying Practice and Qualifying Practice

More than 36 riders and up to 52 riders

Groups

12. **The riders present will be allocated to Qualifying Groups “A” and “B” by ballot. Should there be an odd number of riders to divide, Group “A” will consist of one more rider than Group “B”.**
13. **Riders may not change group. The maximum number of riders in each Group is 26:**
 - a) **For the first event of the season:**
The riders will be allocated to practicing Groups “A” and “B” according to their standings in the previous year’s FIM SuperMoto World Championship and presence at the event. The best rider present will qualify in Group “A”, the second best rider present in Group “B”, the third best rider present in Group “A”, and so on. A ballot will decide upon the riders having no overall places from the previous year’s Championship.

b) As of the second event of the season:

The riders will be allocated to practicing Groups “A” and “B” upon their standings in the current year’s SuperMoto World Championship and presence at the event. The best rider present will qualify in Group “A”, the second best rider present in Group “B”, the third best rider present in Group “A”, and so on. A ballot will decide upon the riders having no overall places from the current year’s Championship.

14. The Race Direction will compose the groups after the end of the technical verifications and before the first Meeting of the Race Direction.

15. Qualifying will involve a Pre-Qualifying Practice for each group, a Qualifying Practice, the SuperPole and a “Last Chance”. Riders are not allowed to use the “Joker Lane” during the Time Practices and the “SuperPole.”

16. A minimum of 15 non-qualified riders is necessary to run the “Last Chance”.

S1GP	Positions	Result
Pre-Qualifying Practice Group “A” (25 minutes /Maximum 26 riders)	1 to 10	Participate in the Qualifying Practice
	11 to 26	Relegated to the “Last Chance”.
Pre-Qualifying Practice Group “B” (25 minutes /Maximum 26 riders)	1 to 10	Participate in the Qualifying Practice
	11 to 26	Relegated to the “Last Chance”.

S1GP	Positions	Result
Qualifying Practice (30 minutes / Maximum 20 riders)	1 to 6	Participate in the SuperPole.
	7 to 20	Are qualified for the races.

17. If, for any reasons, a rider does not score any result in the Qualifying Practice, he will be placed last on the starting grid for “RaceOne” and the “FastRace”. If several riders are concerned, the results of the previous Pre-Qualifying Practice will be taken in consideration. Should there still be riders without any result after this procedure, then a ballot will decide upon their starting position for “RaceOne” and the “FastRace”.

18. If the Qualifying Practice/Super Pole is cancelled for any reason, the results from the previous Pre-Qualifying Practice will be used to determine the starting positions of the riders in “RaceOne” and the “FastRace”.
19. In proven exceptional cases of force majeure where a rider does not score a result in the Pre- Qualifying and Qualifying Practice, he may be admitted by the Race Direction to participate in the Warm-Up on Sunday.
20. If, for unforeseen reasons, no qualification results are obtained at all before the Warm-Up, then the latter may be treated as a qualifying session for the S1GP Races. The Race Direction will decide upon any modifications to the time schedule and qualifying criteria.

5.13.3 SuperPole

21. The six fastest riders will take part in the SuperPole, except for reasons of force majeure approved by the Race Direction:

S1GP	Positions	Results
“SuperPole” (Maximum 6 riders/ 2 laps each)	1 to 6	Determine the riders’ positions on the starting grid for “RaceOne” and the “FastRace”.

22. The order in which the riders start the “SuperPole” is based on their results in Time Practice/**Qualifying Practice**. The 6th placed rider of the Time Practice/**Qualifying Practice** (SP6) will go first. He will be followed by the 5th placed rider of the Time Practice/**Qualifying Practice** (SP5), followed by the 4th placed rider (SP4) and so on (SP3, SP2 and SP1).
23. The riders must always start the “SuperPole” from the exit of the pit lane, one by one under the authority of the FIM Race Director or his designee.
24. Each rider will make 2 laps (one warm-up lap and one timed lap).
25. The FIM Race Director or his designee will give the start to the first rider (SP6) at the time scheduled and then to each following rider (SP,5, SP4, SP3, SP2 and SP1), approximately 30 seconds after the previous rider has finished his warm-up lap.
26. If one of these 6 riders does not participate in the “SuperPole”, he will not be replaced.
27. The results of each rider’s timed lap of the “SuperPole” will determine starting positions 1 to 6 for “RaceOne” and the “FastRace”; the fastest rider of the “SuperPole” will take the pole, followed by the 2nd placed rider who will take position 2, the 3rd placed rider who will take position 3, and so on. In case of ties, their Time Practice results will be taken into consideration.

28. The fastest rider of the “SuperPole” and the corresponding motorcycle manufacturer will obtain one (1) point for their respective FIM World Championship.
29. If one of the 6 riders does not score a result in the “SuperPole”, he will be placed last in the results of the “SuperPole”. If several riders are concerned, then their position in Time Practice/**Qualifying Practice** results will determine the order in which they will be placed on the starting grid.
30. In the case of changing weather conditions (dry-wet) during the “SuperPole”, the Race Direction may decide to maintain the results of Time Practice/**Qualifying Practice**.
31. If the Super Pole is cancelled for any reason, times from the Time Practice/**Qualifying Practice** will be used as qualifying times for RaceOne” and the “FastRace”.

5.13.4 “Last Chance”

32. Riders relegated to the “Last Chance” must participate in the “Last Chance” if they wish to qualify for the Races.
33. The order in which riders choose their starting position for the “Last Chance” will be in order of their result set in the Time Practice/**Pre-Qualifying Practice**.
34. From the “Last Chance”, 12 riders will qualify and 2 reserves will be appointed according to the following model:

S1GP	Positions	Result
“Last Chance”(*)	1 to 12	Are qualified for the Races.
	13	First reserve rider.
	14	Second reserve rider.
	As of 15	Are eliminated.

(*) x laps/approximately 15 minutes of racing, **no more than 15 laps**.

More than 32 riders and up to 36 riders

35. If the “Last Chance” is cancelled for any reason, the results from the Time Practice will determine the starting order for the non- qualified riders.

More than 36 riders and up to 52 riders

36. **If the “Last Chance” is cancelled for any reason, the results from the combined results from the Pre-Qualifying Practice in both groups A and B will determine the starting order for the non- qualified. The top 12 riders will qualify for the races, and riders on positions 13 and 14 from the merged results will be first reserve rider and second reserve rider.**

5. RUNNING OF THE EVENT
5.13 Qualifying



5.13.S1N FIM SuperMoto of Nations

5.13.S1NJ FIM Junior SuperMoto of Nations – less than 5 teams present

37. Qualifying will involve Time Practices, Qualifying Races (Saturday) and eventually a B-Final (Sunday).

5.13.5 Time Practice

38. The riders in each Group will qualify for their starting positions in the Qualifying Races according to their best result in the Time Practice. In case of ties, the second-best times will be taken into consideration.

S1N + S1NJ (In each Group)	Riders Positions	Results
Time Practice (30 minutes / Maximum 32 riders)	1 to 32	Determine the riders' starting positions for the respective Qualifying Race.

39. If, for any reasons, a rider does not score any result in the Time Practice, he will be placed last on the starting grid for his Qualifying Race. If several riders are concerned in the same Group, the results of the respective Free Practice will be taken in consideration. Should there still be riders without any result, then a ballot will decide upon their starting position for their respective Qualifying Race.

40. If the Time Practice is cancelled for any reason, the results from the Free Practice will be used to determine the starting positions of the riders in their respective Qualifying Races.

5.13.6 Qualifying Races

41. Each Group of riders will have one Qualifying Race.

42. In each Group, up to 32 riders may take part in the Qualifying Race.

43. Riders may not change Group/Qualifying Race.

44. The best two results of each team will be considered. In case of a tie, the best result of the third rider will be considered. If a tie still exists, the best result of firstly rider 1, secondly rider 2 or thirdly rider 3 will be considered.

45. The best 15 teams will qualify for the FIM SuperMoto of Nations; according to the following model:

S1N + S1NJ	Team Positions	Results
Qualifying Races (*)	1 to 15	Are qualified for the FIM SuperMoto of Nations.
	16 to 25	Will participate in the B-Final.
	As of 26	Are eliminated.

(*) x laps/approximately 20 minutes of racing, **no more than 20 laps.**

5. RUNNING OF THE EVENT

5.13 Qualifying



46. If one Qualifying Race is cancelled for any reason, the results from the two other Qualifying Races will be counted to determine the team's qualifying position. In case of a tie with another team, the best result of one of the two riders will be considered. In case of a tie with another team, the best lap time position of each team's remaining third rider in the Time Practice will be considered. If a tie still exists, the best result of firstly rider 1, secondly rider 2 or thirdly rider 3 will be considered.
47. If two Qualifying Races are cancelled for any reason, the results from the Qualifying Race that has been run will be used to determine the team's qualifying position. This result will be counted together with the best lap time position of any of its two remaining riders in the Time Practice.
48. In case of a tie with another team, the best lap time position of each team's remaining third rider in the Time Practice will be considered. If a tie still exists, the best result of firstly rider 1, secondly rider 2 or thirdly rider 3 will be considered.
49. If all the Qualifying Races are cancelled for any reason, lap time positions from the three riders' Time Practices will be used to determine the team's qualifying position, still according to the principle of the two best results. In case of a tie with another team, the best lap time position of each team's remaining third rider will be considered. If a tie still exists, the best result of firstly rider 1, secondly rider 2 or thirdly rider 3 will be considered.

5.13.7 B-Final

50. After the Qualifying Races, the best 10 non-qualified teams (Positions 16 to 25/maximum 30 riders) will participate in the B-Final, which will be held on Sunday after the Warm-up.
51. However, a minimum of 5 non-qualified teams (maximum 15 riders) is necessary to run the B-Final. If this number is not reached, the B-Final will not be run and the Teams in question will be classified according to their result in the Qualifying Races. In that case, the 16th placed team of the Qualifying Races will also qualify for the FIM SuperMoto of Nations.
52. The winner of the B-Final will qualify for the FIM SuperMoto of Nations; according to the following model:

S1N + S1NJ	Team Positions	Results
B-Final (*) (Maximum 30 riders)	1	Is qualified for the FIM SuperMoto of Nations.
	2 to 10	Are eliminated.

(*) x laps/approximately 20 minutes of racing, **no more than 20 laps.**

5. RUNNING OF THE EVENT
5.13 Qualifying



53. The best two results of each team will be considered. In case of a tie, the best result of the remaining third rider will be considered. If a tie still exists, the best result of firstly rider 1, secondly rider 2 or thirdly rider 3 will be considered.
54. If the B-Final is cancelled for any reason, the remaining non-qualified teams will be classified according to their team result in the Qualifying Races. The first non-qualified team will then be designated the 16th team to qualify for the FIM SuperMoto of Nations. The remaining teams are eliminated.
55. If, for unforeseen reasons, no qualification results are obtained at all before the Warm-Up, then the latter may be treated as qualifying session for the FIM SuperMoto of Nations. The Race Direction will decide upon any modifications to the time schedule and qualifying criteria.

5.13.S1NJ FIM Junior SuperMoto of Nations – 5 to 10 teams present

56. **Qualifying will involve Time Practices and a Qualifying Race (Saturday).**

5.13.8 Time Practice

57. **The riders will qualify for their starting positions in the Qualifying Race according to their best result in the Time Practice. In case of ties, the second-best times will be taken into consideration.**

S1NJ	Riders Positions	Results
Time Practice (30 minutes / Maximum 30 riders)	1 to 30	Determine the riders' starting positions for the respective Qualifying Race.

58. **The riders will qualify for their starting positions in the Qualifying Race according to their best result in the Time Practice. In case of ties, the second-best times will be taken into consideration.**
59. **If, for any reason, a rider does not score any result in the Time Practice, he will be placed last on the starting grid for his Qualifying Race. If several riders are concerned, the results of the respective Free Practice will be taken in consideration. Should there still be riders without any result, then a ballot will decide upon their starting position for their respective Qualifying Race.**
60. **If the Time Practice is cancelled for any reason, the results from the Free Practice will be used to determine the starting positions of the riders in their respective Qualifying Races.**

5.13.8 Qualifying Race

61. **Up to 30 riders (10 Teams) may take part in the Qualifying Race.**

62. **The best two results of each team will be considered. In case of a tie, the best result of the third rider will be considered. If a tie still exists, the best result of firstly rider 1, secondly rider 2 or thirdly rider 3 will be considered.**

63. **If the Qualifying Race is cancelled for any reason, lap time positions from the three riders' Time Practices will be used to determine the team's qualifying position, still according to the principle of the two best results. In case of a tie with another team, the best lap time position of each team's remaining third rider will be considered. If a tie still exists, the best result of firstly rider 1, secondly rider 2 or thirdly rider 3 will be considered.**

5.14 Reserve riders

1. Reserve riders are non-qualified riders who will be eligible to take the place of any qualified riders who cannot participate in a Race.
2. Reserve riders are nominated after the qualifications and according to the criteria in place.
3. The reserve riders are not guaranteed an opportunity to participate in the Races.
4. The decision to admit one or more reserve riders to a race will be made 10 minutes before the race in question when the access to the waiting zone/Skybox is closed. At that time, any reserve riders who are not allowed to start must leave the waiting zone/Skybox.
5. A reserve rider who was not allowed to start in the first Race can do so in the second Race if required.
6. On the other hand, a reserve rider who took part in the first Race will not be allowed to participate in the second Race if all the qualified riders are in the waiting zone/Skybox.

5. RUNNING OF THE EVENT
5.15 Warm-Up



5.15 Warm-Up

1. A Warm-Up will be provided on Sunday.
2. Participation in the Warm-Up is optional.
3. If, for unforeseen reasons, no qualification results are obtained before the Warm-Up, the latter may be treated as qualifying session.
4. In that case, the Race Direction will decide upon any modifications to the time schedule and qualifying criteria.

In addition to 5.15:

5.15.S1GP FIM S1GP SuperMoto World Championship

5. Riders may use the “Joker Lane” during the Warm-Up.

Warm-Up, S1GP	20 minutes
Maximum 32 riders + 2 reserve riders (if any)	

6. A rider who has been admitted by the Race Direction to the Warm-Up (proven exceptional cases of force majeure), must participate in the Warm-Up and record at least one officially timed lap in order to be admitted to the S1G Races:

5.15.S1N FIM SuperMoto of Nations

5.15.S1NJ FIM Junior SuperMoto of Nations

7. The Teams that have qualified for the FIM SuperMoto of Nations will be allocated to their respective Warm-Up according to their position in qualifying:

S1N + S1NJ / Warm-Up / B-Final	20 minutes
Maximum 10 non-qualified teams/30 riders	
Teams positions 16 to 25	

S1N + S1NJ / Warm-Up / Group 1	20 minutes
Maximum 8 qualified teams/24 riders	
Teams positions 1, 3, 5, 7, 9, 11, 13 and 15	

S1N + S1NJ / Warm-Up / Group 2	20 minutes
Maximum 7 qualified teams/21 riders (*)	
Teams positions 2, 4, 6, 8, 10, 12, 14 and eventually 16	
(*)	
(*) 8 qualified Teams/24 riders if the B-Final has been cancelled	

8. Teams/Riders may not change Warm-Up/Group

5. RUNNING OF THE EVENT
5.16 Autograph session



5.16 Autograph session

5.16.S1GP FIM S1GP SuperMoto World Championship

1. Riders may be required to participate in an autograph session arranged by the FIM Championship Promoter.

5. RUNNING OF THE EVENT
5.17 Team Presentation



5.17 Team Presentation

5.17.S1N FIM SuperMoto of Nations

5.17.S1NJ FIM Junior SuperMoto of Nations

1. A short presentation of all the teams present at the event is compulsory, time, conditions and weather permitting.
2. The riders and Team Manager of each Team must participate in the team presentation.
3. The presentation of the teams must be indicated in the Supplementary Regulations of the event.
4. The FIM Championship Promoter will inform the teams about the venue, date and time of the presentation.
5. The Organiser is responsible for providing all facilities and personnel to ensure the safe, smooth and efficient running of the riders/team presentation.
6. Prior to this presentation, the team that won the event the previous year must hand over the FIM SuperMoto of Nations Trophy to the FIM World Championship Promoter.

5. RUNNING OF THE EVENT
5.18 Races



5.18 Races

5.18.S1GP FIM S1GP SuperMoto World Championship

1. The FIM SuperMoto World Championship Races will run according to the following model:

S1GP	Riders Positions	Results
“RaceOne” (*) (Maximum 32 riders)	1 to 20	Score FIM World Championship points
“FastRace” (**) (Maximum 32 riders)	1 to 20	
“SuperFinal” (*) (Maximum 32 riders)	1 to 20	

(*) x laps/approximately 20 minutes of racing, **no more than 20 laps;**

(**) x laps/approximately 15 minutes of racing, **no more than 15 laps.**

2. The riders must use the “Joker Lane” one time and one time only during the “SuperFinal”. Failing to do so by a rider will be sanctioned with a loss of 5 positions for that rider in the results of the “SuperFinal” in question.

5.18.S1N FIM SuperMoto of Nations

5.18.S1NJ FIM Junior SuperMoto of Nations – less than 5 teams present

3. The FIM SuperMoto of Nations Races will run according to the following model:

S1N + S1NJ	Riders Positions	Results
Race 1 Riders 1 + 2 (*) (Maximum 32 riders)	1 to 32	Score FIM SuperMoto of Nations or FIM Junior SuperMoto of Nations points (according to the case)
Race 2 Riders 2 + 3 (*) (Maximum 32 riders)	1 to 32	
Race 3 Riders 1 + 3 (*) (Maximum 32 riders)	1 to 32	

(*) x laps/approximately 20 minutes of racing, **no more than 20 laps.**

5.18.S1NJ FIM Junior SuperMoto of Nations – 5 to 10 teams present

The FIM Junior SuperMoto of Nations Races will run according to the following model:

S1NJ	Riders Positions	Results
Race 1 Riders 1 + 2 + 3 (*) (Maximum 30 riders)	1 to 30	Score FIM FIM Junior SuperMoto of Nations points
Race 2 Riders 1 + 2 + 3 (*) (Maximum 30 riders)	1 to 30	
(*) x laps/approximately 20 minutes of racing, no more than 20 laps		

5. RUNNING OF THE EVENT
5.19 Starting Positions



5.19 Starting Positions

1. The pole position will be determined by the Race Direction during the homologation of the circuit.

5.19.S1GP FIM S1GP SuperMoto World Championship

2. Each row on the starting grid will count 3 positions.
3. The starting positions for “RaceOne” and the “FastRace” are based on the results of the “SuperPole”, Time Practice **and Last Chance or SuperPole, Qualifying Practice and Last Chance:**

Up to 32 riders

S1GP - “RaceOne” / “FastRace”	Riders
Grid Positions from 1 to 6:	Positions 1 to 6 from the “SuperPole”.
Grid Positions from 7 to 32:	Positions 7 from the Time Practice, position 8 from the Time Practice, position 9 from the Time Practice, and so on...

More than 32 riders and up to 36 riders

S1GP - “RaceOne” / “FastRace”	Riders
Grid Positions from 1 to 6:	Positions 1 to 6 from the “SuperPole”.
Grid Positions from 7 to 20:	Positions 7 to 20 from the Time Practice.
Grid Positions from 21 to 32:	Positions 1 to 12 from the Last Chance.

More than 36 riders and up to 52 riders

S1GP - “RaceOne” / “FastRace”	Riders
Grid Positions from 1 to 6:	Positions 1 to 6 from the “SuperPole”.
Grid Positions from 7 to 20:	Positions 7 to 20 from the Qualifying Practice.
Grid Positions from 21 to 32:	Positions 1 to 12 from the Last Chance.

5. RUNNING OF THE EVENT
5.19 Starting Positions



4. The starting positions for the “SuperFinal” are based on the results of the “FastRace”:

S1GP - “SuperFinal”	Riders
Grid Positions from 1 to 32:	Positions 1 to 32 from the “FastRace”.

5.19.S1N FIM SuperMoto of Nations

5.19.S1NJ FIM Junior SuperMoto of Nations – less than 5 teams present

5. Each row on the starting grid will count 3 positions.
6. Team Managers are free to decide on the allocation of the assigned starting positions within their team for the B-Final and/or the Races. Once a rider has taken his position, he cannot change it.

5.19.1 For the Qualifying Races

7. The starting positions for each Qualifying Race are based upon the results of the respective Time Practice:

S1N + S1NJ Qualifying Races (in each Group)	Riders
Grid Positions from 1 to 32: (Maximum 32 riders)	Positions 1 to 32 from the respective Time Practice

5.19.2 For the B-Final

8. The starting positions of the riders for the B-Final are based on each team’s result in the Qualifying Races:

Riders’ Grid Positions for the B-Final	
Team 16 / Positions 1, 11, 21	Team 17 / Positions 2, 12, 22
Team 18 / Positions 3, 13, 23	Team 19 / Positions 4, 14, 24
Team 20 / Positions 5, 15, 25	Team 21 / Positions 6, 16, 26
Team 22 / Positions 7, 17, 27	Team 23 / Positions 8, 18, 28
Team 24 / Positions 9, 19, 29	Team 25 / Positions 10, 20, 30

5.19.3 For the Races

9. The starting position of the riders for the Races is based their team’s result in the Qualifying Races (Teams placed 1 to 15) or B-Final (Team placed 1):

Riders’ Grid Positions for the Races	
Team 1 / Positions 1, 17	Team 2 / Positions 2, 18
Team 3 / Positions 3, 19	Team 4 / Positions 4, 20
Team 5 / Positions 5, 21	Team 6 / Positions 6, 22
Team 7 / Positions 7, 23	Team 8 / Positions 8, 24
Team 9 / Positions 9, 25	Team 10 / Positions 10, 26

5. RUNNING OF THE EVENT
5.19 Starting Positions



Riders' Grid Positions for the Races- (Cont'd)	
Team 11 / Positions 11, 27	Team 12 / Positions 12, 28
Team 13 / Positions 13, 29	Team 14 / Positions 14, 30
Team 15 / Positions 15, 31	Team 16 (*) / Positions 16, 32

(*) Winning Team of the B-Final

5.19.S1NJ FIM Junior SuperMoto of Nations – 5 to 10 teams present

- 10. Each row on the starting grid will count 3 positions.
- 11. Team Managers are free to decide on the allocation of the assigned starting positions within their team for the Races. Once a rider has taken his position, he cannot change it.

5.19.3 For the Qualifying Race

- 12. The starting positions for the Qualifying Race are based upon the results of the Time Practice:

S1NJ Qualifying Race	Riders
Grid Positions from 1 to 30: (Maximum 30 riders)	Positions 1 to 30 from the respective Time Practice

5.19.4 For the Races

- 13. The starting position of the riders for the Races is based their team's result in the Qualifying Races (Teams placed 1 to 10):

Riders' Grid Positions for the Races	
Team 1 / Positions 1, 11, 21	Team 2 / Positions 2, 12, 22
Team 3 / Positions 3, 13, 23	Team 4 / Positions 4, 14, 24
Team 5 / Positions 5, 15, 25	Team 6 / Positions 6, 16, 26
Team 7 / Positions 7, 17, 27	Team 8 / Positions 8, 18, 28
Team 9 / Positions 9, 19, 29	Team 10 / Positions 10, 20, 30

5.20 Starting Grid Procedure

1. The final choice of motorcycle to be used in a race must be made before the motorcycle enters the starting grid.

5.20.1 15 minutes before the start of the Warm-Up lap

2. The entrance to the starting grid is open.
3. A maximum of 32 riders leave the paddock to take their positions on the starting grid.
4. The motorcycle that will be used in the race by the rider must be pushed by a team member or the rider himself to its allocated position on the starting grid, with engine dead.
5. Tyre warmers may be used on the starting grid. They must be powered by a portable type generator and have a maximum output of one kilowatt. Only one generator per motorcycle may be used.
6. Adjustments/Repairs to the motorcycles can be made. Refuelling is forbidden.
7. No helmets are to be worn at this time.
8. Only the riders, their team manager, two mechanics per rider, one holder of the team umbrella, one umbrella holder of the FIM Championship Promoter, the commentator, the television crew, photographers and the essential officials are allowed on the starting grid.
9. Reserve riders will be allowed to enter the area between the paddock and the starting grid. They must stay there under the control of a designated official. They may use tyre warmers and make adjustments to their motorcycles. Refuelling is forbidden.

5.20.2 As of 7 minutes before the start of the Warm-Up lap

10. The entrance from the paddock to the starting grid is closed for motorcycles.
11. All the motorcycles of the riders participating in the Race must be present on the starting grid.
12. The penalty for arriving late on the starting grid is disqualification from the Race in question.
 - A. More than 32 and up to 36 riders
13. In the case that all the qualified riders have taken their position on the starting grid, the reserve riders must return to the paddock and are excluded from participating in the Race in question.
14. In the other case, a rider/riders who has/have been disqualified from participating in the Race may be replaced by reserve riders.

5. RUNNING OF THE EVENT
5.20 Starting Grid Procedure



15. In that case; upon a signal from the designated official, the reserve rider(s) must disconnect the generator(s) and remove the tyre warmers from the tyres. The reserve rider(s) and one mechanic and umbrella holder proceed to the starting grid. They are not allowed any longer to use the generator and tyre warmers. The first reserve rider will take position 33 and the second reserve rider will take position 34 on the starting grid.
16. The team manager and the second mechanic of any reserve rider who has been admitted to the Race may proceed to the pit lane with the generator and tyre warmers.

5. RUNNING OF THE EVENT

5.21 Warm-Up Lap



5.21 Warm-Up Lap

1. Before a Qualifying Race, B-Final or S1GP/S1N Race, the riders must make a compulsory Warm-Up lap.

5.21.1 4 minutes before the Warm-Up lap

2. The FIM Race Director and Clerk of the Course stand in front of the first row of riders.
3. A 4-minutes board will be displayed and there will be a sound or whistle signal.
4. The motorcycles of all the riders must be on the starting grid.
5. The generators must be disconnected. The tyre warmers must be removed from the tyres. Generators, tyre warmers and other equipment must be removed from the starting grid.
6. Everyone except the riders, one mechanic and umbrella holder per rider, the photographers, the television crew and the essential officials must leave the starting grid.
7. If a rider has a mechanical problem on the starting grid, he must push his motorcycle to the pit lane, where he and/or his mechanics may attempt to repair it. It is no longer allowed to make any repairs on the starting grid. Any infraction of this rule will be considered as outside assistance for which the penalty will be disqualification of the rider concerned for the race in question. However, the rider and/or his mechanic may still make adjustments.
8. Riders whose motorcycle has been pushed in the pit lane for repairs lose their right to participate in the compulsory warm-up lap, as well as their initial starting position. They have to start the Race from the pit lane.

5.21.2 2 minutes before the Warm-Up lap

9. A 2-minutes board will be displayed and there will be a sound or whistle signal.
10. The riders put on their helmets, start their engines and prepare for the compulsory warm-up lap.
11. All adjustments to their motorcycle must be completed.
12. The mechanics, the umbrella holders and photographers leave the starting grid. Only the riders, the television crew and the essential officials are allowed on the starting grid.
13. If a rider has a mechanical problem and the motorcycle cannot be started on the starting grid, he must push his motorcycle into the pit lane, where he and/or his mechanics may attempt to repair it.

5. RUNNING OF THE EVENT

5.21 Warm-Up Lap



-
14. Riders whose motorcycle has been pushed in the pit lane for repairs lose their right to participate in the compulsory warm-up lap, as well as their initial starting position. They have to start the Race from the pit lane.

5.21.3 1 minute before the Warm-Up lap

15. There will be a sound or whistle signal.
16. The television crew leaves the starting grid. Only the riders and the necessary Officials are authorised on the starting grid.
17. Any rider who is unable to start his motorcycle must raise his arm, immediately leave the starting grid and push his motorcycle into the pit lane, where he and/or his mechanics may attempt to start it.
18. Riders whose motorcycle has been pushed in the pit lane for repairs lose their right to participate in the compulsory warm-up lap, as well as their initial starting position. They have to start the Race from the pit lane.

5.21.4 Warm-Up lap

19. The Clerk of the Course walks down the starting grid from row 1 to the end, stopping at each row and holding two red flags crossed. Upon his signal, the riders of that row start the compulsory warm-up lap.
20. If a rider stalls his engine, he must remain on the starting grid and raise his arm. Immediately after all the riders have left for the compulsory warm-up lap, he must leave the starting grid and push his motorcycle into the pit lane, where he and/or his mechanics may attempt to start it. The rider in question has to remain in the pit lane and start the Race from there.
21. Once a rider has started his warm-up lap, he must continue in the direction of the course. Stopping on the course and practice starts are not allowed.

5.21.5 At the end of the Warm-Up lap

22. The FIM Race Director will stand at the front of the starting grid displaying a red flag.
23. The Clerk of the Course will stand at the back of the starting grid with a green flag and display it when the grid is complete.
24. Any rider who encounters mechanical problems during the warm-up lap must go to the pit lane and make repairs. He cannot return to the starting grid.
25. On returning to the grid the riders must take their position in an orderly way with the front wheel of their motorcycle up to the line defining their starting grid position and keep their engines running.
26. Once a rider has taken his allocated position on the starting grid, he cannot change it, return to the pit lane or receive assistance prior to the start.
27. When all the riders have taken their starting position, the Clerk of the Course at the rear of the starting grid will raise the green flag.

5. RUNNING OF THE EVENT

5.21 Warm-Up Lap



-
28. If by 30 seconds before the start, all the riders are not on their starting position, the FIM Race Director may order the start to go ahead.
 29. Any rider who arrives back from the warm-up lap after the Clerk of the Course at the rear of the starting grid has raised the green flag, will be considered a “late arrival”.
 30. Late arriving riders at the grid will lose their initial position at the starting grid and must take a position at the rear of the grid. They have to stop behind the Clerk of the Course and start the race from there (the row following the last row of riders).
 31. If a rider has mechanical problems or stalls his engine at the starting grid, he has to remain on his motorcycle and raise his arm. It is not permitted to attempt to delay the start by any other means.
 32. Any rider who is unable to start his motorcycle within a reasonable time, has to obey the instructions of the officials and push his motorcycle to the back of the starting grid. If he still succeeds in starting the engine, he has to take the start from this position.
 33. Riders who do not succeed in returning to the starting grid or pit lane before the start of the race will be disqualified from the race in question.

In addition to 5.21:

5.21.S1GP FIM S1GP SuperMoto World Championship

34. Riders are not allowed to use the “Joker Lane” during the Warm-Up lap preceding the “Last Chance”, the “RaceOne” and the “FastRace”. However, they must use the “Joker Lane” during the Warm-Up lap preceding the “SuperFinal”.

5. RUNNING OF THE EVENT
5.22 Start Procedure (With Lights)



5.22 Start Procedure (With Lights)

1. Red lights will be used during the start procedure.

5.22.1 15 seconds before the start

2. The FIM Race Director moves to the side of the track, holding up the red flag.
3. If a rider has mechanical problems or stalls his engine at the starting grid, he must remain on his motorcycle and raise his arm. It is not permitted to attempt to delay the start by any other means. As of then, he must immediately obey the instructions of the officials and remove his motorcycle to the back of the starting grid. He has to remain there until the start has been given.
4. If by then he has succeeded in starting the motorcycle, he can start from that position. However, he has to wait for the orders of the Clerk of the Course - or an Official nominated by him - to take the start of the Race.
5. If he still did not succeed in starting the motorcycle when the start has been given, he has to proceed to the pit lane upon instruction of an official, where he and/or his mechanics may make further attempts to start it.
6. Any failure to obey the instructions of the officials may result in a penalty or disqualification of the rider for the Race in question.

5.22.2 As of then

7. The FIM Race Director puts down the red flag and the start light sequence begins.
8. A red light will be displayed for between 2 and 5 seconds. The red light will go out to start the race.
9. Riders still in the pit lane have to wait until the marshal situated at the exit, upon a signal from the FIM Race Director/Clerk of the Course - or an Official nominated by them -, lowers the red flag in order to authorise any riders still in the pit lane to leave.
10. Riders who have not succeeded in returning to the starting grid or pit lane before the start of the race are disqualified from the race in question.

5. RUNNING OF THE EVENT
5.23 Start Procedure (With Flags)



5.23 Start Procedure (With Flags)

1. Whenever it is not possible to start the race by means of the red lights, flags will be used to give the start.
2. The same start procedure (as mentioned in 5.21) will be maintained until 15 seconds before the start of the Race.

5.23.1 As of then

3. The FIM Race Director moves to the side of the track, holding up the red flag.
4. If a rider has mechanical problems or stalls his engine at the starting grid, he must remain on his motorcycle and raise his arm. It is not permitted to attempt to delay the start by any other means. As of then, he immediately has to obey the instructions of the officials and remove his motorcycle to the back of the starting grid. He has to remain there until the start has been given.
5. If by then he has succeeded in starting the motorcycle, he can start from that position. However, he has to wait for the orders of the Clerk of the Course - or an Official nominated by him - to take the start of the Race.
6. If he still did not succeed in starting the motorcycle when the start has been given, he has to proceed to the pit lane upon instruction of an official, where he and/or his mechanics may make further attempts to start it.
7. Any failure to obey the instructions of the officials may result in a penalty or disqualification.
8. Finally, the FIM Race Director puts down the red flag and holds up the green flag. He will lower the green flag between the next 5 and 10 seconds upon which the Race starts.
9. Riders still in the pit lane have to wait until the marshal situated at the exit, upon a signal from the FIM Race Director/Clerk of the Course, lowers the red flag in order to authorise any riders still in the pit lane to leave.
10. Riders who have not succeeded in returning to the starting grid or pit lane before the start of the race are disqualified from the race in question.

5.24 Anticipated Start

1. Anticipation of the start is defined by the motorcycle moving forward when the red lights are on or when the green flag has not been lowered yet.
2. Upon recommendation of the FIM Race Director, the rider(s) concerned will be penalised by the Race Direction with a time penalty of 15 seconds which will be added to his/their total racing time at the end of the Race in question, irrespective of the number of the number of laps he has/they have completed.
3. The rider(s) in question will be shown a board displaying “JUMP START/ + 15 SECONDS” with his/their starting number(s) during 3 laps at the finish line.
4. The teams in the pit lane will be informed of the penalty by means of the TV results screen with the message: “Jump start # (number of each rider in question) + 15 seconds”.
5. Only “official” video evidence can be used to demonstrate an anticipated start. Any “private/team” videos will not be considered by the Race Direction.

5.25 Stopping of a Practice Session

1. The FIM Race Director is authorised to prematurely stop a Practice session (Free Practice, Time Practise or Warm-up) for urgent and/or safety reasons or other cases of “force majeure”.
2. A red flag will be displayed to the riders.
3. The riders then have to follow instructions of officials and go directly to the pit lane where they can receive assistance or change motorcycles.
4. The Practice session will be continued as soon as possible, upon the discretion of the FIM Race Director; time, conditions and weather permitting. In all cases, every attempt will be made to run the total duration of the session in question.
5. The rider(s) deemed being at fault for the stopping of the Practice, Qualifying Practise or Warm-up may be excluded by the Race Direction from taking part in the remainder of the session.

5.26 Stopping of a Race

1. The FIM Race Director is authorised to prematurely stop a Race (Qualifying Race, B-Final or S1GP/S1N Race) for urgent and/or safety reasons or other cases of “force majeure”.
2. In that case, a red flag will be displayed to the riders:

5.26.1 Before 2 laps have been completed

3. If a Race is stopped before 2 laps have been completed, there will be a complete restart.
4. They must follow the instructions of the officials and go directly to the pit lane where they can receive assistance. Changing of motorcycles is not allowed.
5. A restart will take place as soon as possible at the discretion of the FIM Race Director. At all times, a minimum of 10 minutes from the time the race was stopped will be given to prepare in the pit lane before the restart.
6. Riders who were present at the starting grid for the initial start of the Race but were unable to start and who did not join the Race before the red flag was displayed are not authorised to take part in the restart.
7. Only riders who are “on track” (actively taking part in the Race or who are involved in a racing incident) at the moment of the stopping of the Race will be allowed in the restart. Riders who have returned to the paddock are excluded from taking the restart.
8. The rider(s) deemed being at fault for the stopping of the Race may be excluded by the Race Direction from taking part in the restart.
9. No reserve riders (if any) will be introduced.
10. Before the restart, riders must make a compulsory warm-up lap.

5.26.1.1 4 minutes before the Warm-Up lap

11. A “4 MINUTES” board will be displayed and there will be a sound or whistle signal.
12. The generators must be disconnected. The tyre warmers must be removed from the tyres. All team staff must leave the pit lane corridor and stand back in their pit box. Any assistance to the riders is stopped.
13. All the riders taking the restart must line up in the pit lane corridor.
14. A rider who is not ready by this time must return to the pit box where he can receive assistance. He cannot make the Warm-up Lap and must take the restart from the pit lane.
15. Riders “on track” who did not succeed in bringing their motorcycle in the pit lane by this time will be excluded from the restart.

5.26.1.2 2 minutes before the Warm-Up lap

16. A “2 MINUTES” board will be displayed and there will be a sound or whistle signal.
17. All the riders who will take the restart must be lined up in the pit lane corridor. Any assistance to a rider is prohibited. The penalty for violation of this regulation is disqualification from the restart.
18. If a rider has a mechanical problem in the pit lane corridor, he must push his motorcycle in his pit box where he can receive assistance. He cannot make the Warm-up Lap and must take the restart from the pit lane.

5.26.1.3 1 minute before the Warm-Up lap

19. There will be a sound or whistle signal and the FIM Race Director will stand in front of the pit lane exit holding up a red flag.
20. The riders in the pit lane corridor start their engines and prepare for the compulsory Warm-Up Lap.
21. The Clerk of the Course at the back of the pit lane corridor will raise the green flag.
22. If a rider has a mechanical problem at this point in time, he must raise his arm and push his motorcycle in the pit box where he can receive assistance. He cannot make the Warm-up Lap and must take the restart from the pit lane.

5.26.1.4 As of then

23. The FIM Race Director moves to the side of the pit lane exit and lowers the red flag and the riders in the pit lane corridor leave the pit lane one by one to make the compulsory Warm-Up Lap.
24. All the other riders remain in the pit lane and take the restart from there. If several riders are concerned, they will be lined up according to their starting order.
25. The FIM Race Director will stand at the front of the starting grid displaying a red flag.
26. At the end of the compulsory Warm-Up Lap, each rider takes his initial starting position and the start procedure continues as in Art. 5.20.5.

5.26.2 After 2 laps and before 50% of the race distance has been covered

27. If a Race is stopped after 2 laps and before 50% of the race distance has been covered, there will be a complete restart.
28. Riders must follow instructions of the Officials and return to the paddock. The restart will take place as soon as possible after the red flag was displayed.

5. RUNNING OF THE EVENT
5.26 Stopping of a Race



- 29. Changing of motorcycles will be allowed. The final choice must be made when the riders enter the starting grid.
- 30. The rider(s) deemed being at fault for the stopping of the Race may be excluded by the Race Direction from taking part in the restart or be penalised with loss of starting grid position. In that case, the rider(s) concerned must start from the row following the last row of riders.

5.26.3 After 50% of the race distance has been covered

- 31. If a Race is stopped after 50% of the racing distance has been covered, the race will be considered complete and full championship points will be awarded.
- 32. The finishing order will be based on the placing of the riders in the lap before the red flag was displayed.
- 33. Any rider who has not used the “Joker Lane” yet will be penalised by losing 5 positions in the results of the Race in question. If the “Joker Lane” shortens the course and is considered an advantage, then no penalty will be applied.
- 34. The Race Direction may place rider(s) deemed being at fault for the stopping of the Race behind riders having completed an equal or greater number of laps.

5. RUNNING OF THE EVENT
5.27 Crossing of the Finish Line



5.27 Crossing of the Finish Line

1. After having crossed the finish line, riders must continue at a race speed until they have passed the “End Finish Zone” sign and clear the area as quick as possible. Slowing down abruptly or stopping in the area is not allowed unless it is ordered by an official.

5. RUNNING OF THE EVENT



5.28 Control of the Sound Levels after each Race

5.28 Control of the Sound Levels after each Race

1. Immediately after each Race, three motorcycles, chosen at random by the FIM Technical Director, may be checked for compliance with sound level regulations.
2. Other motorcycles may also be checked at the request of the Race Direction or the FIM Race Director.
3. A rider who has been selected for sound control must immediately present his motorcycle to the technical stewards without returning to the pit lane/ paddock, without receiving any technical assistance from his team and without any intervention from anyone on the motorcycle. Violators will be disqualified from the practice/race in question.
4. The maximum limit of the post-race sound level is fixed at:
112 dB/A + 2 dB/A tolerance + 1 dB/A for degradation accepted after the race (for all engine types).
As of 2025:
109 dB/A + 2 dB/A tolerance + 1 dB/A for degradation accepted after the race (for all engine types).
5. Any rider whose motorcycle is above the maximum allowed post-race sound level limit - whether it be one of the riders chosen at random or any other rider whose motorcycle is controlled/verified - will be penalised by losing 5 positions in the Practice/Race in question.
6. Subject to rules governing outside assistance, riders may freely change their silencers but their motorcycles must be checked for compliance. Therefore, the Technical Stewards and their equipment must be available throughout the event.

5.29 Results / Procedure

1. All official outings of the riders on the circuit (see Art. 01.1.3 Format of the Event) must be timed, with the results displayed on monitors and communicated to the press.
2. Timing shall continue until:
 - a) 5 minutes after the end of each practice or timed qualifying session;
 - b) 5 minutes after the arrival of the winner of the race in question.
3. The winner of a race is the rider who crosses the finish line first.
4. Races are officially ended at the completion of the lap at which the chequered flag is displayed to the winner.
5. The riders who follow the winner will then be stopped when crossing the finishing line.
6. The time at which a motorcycle crosses a control line shall be registered at the moment the foremost part of the motorcycle crosses the line.
7. When crossing control lines, the rider must always be in contact with the motorcycle.
8. All the riders participating in a Race will be classified in order of finish and number of laps completed; i.e. all riders finishing on the same lap as the winner will be classified in the order they cross the finish line, followed by riders with one less lap, then two laps and so on. Riders must cross the finish line within 5 minutes of the arrival of the winner, i.e. riders have 5 minutes to complete the lap or it will not be counted in their result. The procedure to determine the classification in the results of riders who do not complete the lap within 5 minutes after the arrival of the winner will be according to the number of laps completed, and in the event of a tie, according to their finishing order at the end of the preceding lap.
9. If the chequered flag is mistakenly displayed later than the official time/distance, the finishing order shall be determined by the running order at the official time/distance.
10. Under any other circumstances, such as mistaken display of the chequered flag before the official time/distance, the finishing order shall be determined by the running order at the time the chequered flag is displayed.
11. All results must be homologated by the Race Direction.
12. The results will not become official until the time limits for protests have elapsed.
13. If a protest is lodged, the results will not become official until a decision is taken by the competent body.

5. RUNNING OF THE EVENT
5.29 Results / Procedure



-
14. If an appeal is lodged against the decision of the Race Direction, the results cannot be considered as definitive until a final decision has been taken by the competent body.

5. RUNNING OF THE EVENT
5.30 Results / Awarding of Points



5.30 Results / Awarding of Points

5.30.S1GP FIM S1GP SuperMoto World Championship

1. Points will be awarded to riders according to the following scale:

“SuperPole”

1 point to the fastest

“Race 1” / “FastRace”

25 points to the	1 st	10 points to the	11 th
22 points to the	2 nd	9 points to the	12 th
20 points to the	3 rd	8 points to the	13 th
18 points to the	4 th	7 points to the	14 th
16 points to the	5 th	6 points to the	15 th
15 points to the	6 th	5 points to the	16 th
14 points to the	7 th	4 points to the	17 th
13 points to the	8 th	3 points to the	18 th
12 points to the	9 th	2 points to the	19 th
11 points to the	10 th	1 point to the	20 th

“SuperFinal”

30 points to the	1 st	10 points to the	11 th
25 points to the	2 nd	9 points to the	12 th
21 points to the	3 rd	8 points to the	13 th
18 points to the	4 th	7 points to the	14 th
16 points to the	5 th	6 points to the	15 th
15 points to the	6 th	5 points to the	16 th
14 points to the	7 th	4 points to the	17 th
13 points to the	8 th	3 points to the	18 th
12 points to the	9 th	2 points to the	19 th
11 points to the	10 th	1 point to the	20 th

5.30.S1N FIM SuperMoto of Nations

5.30.S1NJ FIM Junior SuperMoto of Nations

2. Points are allocated in each Qualifying Race
3. The winner of each Qualifying Race obtains one point, the second two points, and so on, without making any distinction between the Junior riders and the other riders.
4. Points are allocated in each Race
5. S1N and S1NJ riders compete together but will be classified separately.
6. The first placed S1N rider obtains one point, the second placed S1N rider obtains two points, the third placed S1N rider obtains three points and so on...

5. RUNNING OF THE EVENT
5.30 Results / Awarding of Points



7. The first placed S1NJ rider obtains one point, the second placed S1NJ rider obtains two points, the third placed S1NJ rider obtains three points and so on.

5. RUNNING OF THE EVENT
5.31 Results / Final Standings



5.31 Results / Final Standings

5.31.S1GP FIM S1GP SuperMoto World Championship

1. The winner of the event is the rider who has obtained the most points; the runner-up will be the rider who has obtained the second-best number of points, and so on, irrespective of the number of “SuperPoles” and races they have finished.
2. If a tie exists, the points scored in the “SuperFinal” will determine the order of placing in the final standings of the event of those riders who scored points.
3. These results will be completed with those riders who have not scored any points. They will be ranked by adding their positions in the Races. Of these riders, the rider who has obtained the smallest overall placing will be placed first behind those riders who have scored points. He will be followed by the 2nd placed non-point scoring rider; and so on.
4. These results will be completed by adding those riders who did not obtain three results, then the riders who did not obtain two results, always according to the same principle.
5. If a tie exists, the position in the “SuperFinal” will determine the order of placing in the final standings of the event of those riders who did not score any points.

5.31.S1N FIM SuperMoto of Nations

5.31.S1NJ FIM Junior SuperMoto of Nations – less than 5 teams present

5.31.1 Qualifying Races

6. The final results of the Qualifying Races are determined as follows:
 - a) In each the S1N and S1NJ Championship, the team winning the Qualifying Races is that which has gained the lowest total number of points after having added the two best results of its riders.
 - b) In case of a tie, the best result of the third rider will be considered. The team whose rider has obtained the best third result will be placed before the other(s).
 - c) If a tie still exists, the team having scored the best result.
 - d) If the tie remains, firstly the best result of rider 1, secondly of rider 2 and thirdly of rider 3 will be considered.
 - e) These results will be completed by adding teams not having obtained two results. For these teams, the same system will be used for classification and deciding ties.

5. RUNNING OF THE EVENT

5.31 Results / Final Standings



5.31.2 B-Final

7. The final team results of the B-Final are determined as follows:
 - a) The team winning the B-Final is that which has gained the lowest total number of points after having added the two best results of its riders.
 - b) In case of a tie, the best result of the third rider will be considered. The team whose rider has obtained the best third result will be placed before the other(s).
 - c) If a tie still exists, the team having scored the best result.
 - d) These results will be completed by adding teams not having obtained two results. For these teams, the same system will be used for classification and deciding ties.

5.31.3 Races

8. The final team results of the Races are determined as follows:
 - 1) The teams winning the FIM SuperMoto of Nations and the FIM Junior SuperMoto of Nation are the ones which have gained the smallest total number of points in its respective Championship after having added the five best results of its riders;
 - 2) In case of a tie in points in a Championship, the results of the respective Championship will be established as follows:
 - a) The team whose riders have obtained the highest number of first places, second places, etc. amongst the five best results.
 - b) The team whose riders have obtained the highest number of first places, second places, etc. in the last Race (Riders 1 + 3).
 - c) The team whose riders have obtained the highest number of first places, second places, etc. in the second Race (Riders 2 + 3).
 - d) The team whose riders have obtained the highest number of first places, second places, etc. in the first Race (Riders 1 + 2).
 - e) If a tie still exists, the teams in question will be placed equal.
 - 3) These results will be completed by adding teams not having obtained five results. For these teams the same system will be used for classification and breaking ties.

In addition to 5.31.3:

5.31.S1NJ FIM Junior SuperMoto of Nations Event results – 5 to 10 teams present

9. **The final team results of the Races are determined as follows:**
 - 1) **The team winning the FIM Junior SuperMoto of Nation is the one which has gained the smallest total number of points in its**

5. **RUNNING OF THE EVENT**
5.31 Results / Final Standings



respective Championship after having added the five best results of its riders;

- 2) In case of a tie in points in a Championship, the results of the respective Championship will be established as follows:
 - a) The team whose riders have obtained the highest number of first places, second places, etc. amongst the five best results.
 - b) The team whose riders have obtained the highest number of first places, second places, etc. in the last Race.
 - c) If a tie still exists, the teams in question will be placed equal.
- 3) These results will be completed by adding teams not having obtained five results. For these teams the same system will be used for classification and breaking ties.

5.31.4 FIM SuperMoto of Nations Event results

9. The results of all S1N teams that participated in the FIM SuperMoto of Nations (event) are determined as follows:

Positions 1 to 16	Teams classified according to the final results of the S1N Races
Positions 17 to 25	Teams eliminated in the B-Final, classified according to the final results of the B-Final
Positions 26 to 32	The remaining Teams eliminated in Qualifying, classified according to their final result in the Qualifying Races

5.31.5 FIM Junior SuperMoto of Nations Event results – less than 5 teams present

10. The results of all S1NJ teams that participated in the FIM Junior SuperMoto of Nations (event) are determined as follows:

Positions 1 to 16	Teams classified according to the final results of the S1NJ Races
Positions 17 to 25	Teams eliminated in the B-Final, classified according to the final results of the B-Final
Positions 26 to 32	The remaining Teams eliminated in Qualifying, classified according to their final result in the Qualifying Races

5. RUNNING OF THE EVENT
5.31 Results / Final Standings



5.31.6 FIM Junior SuperMoto of Nations Event results – 5 to 10 teams present

11. The results of all S1NJ teams that participated in the FIM Junior SuperMoto of Nations (event) are determined as follows:

Positions 1 to 10	Teams classified according to the final results of the S1NJ Races
--------------------------	--

5.32 Results / Presentation and Publication

1. The results must include at least the following information:
 - a) FIM, FMNR, Organiser/Moto Club and Championship logo
 - b) Title of the Event
 - c) IMN number
 - d) FMNR
 - e) Date and venue of the event
 - f) Class
 - g) Position, number, name and first name of the riders
 - h) FMN of the rider
 - i) Nationality of the rider
 - j) Motorcycle of the rider
 - k) The number of laps and times of all riders
 - l) The number of classified riders
 - m) The winner's average speed
 - n) The name of the rider making the best lap in the race, his time and average speed
 - o) Publication time of the results
 - p) The name and signature of the Chief Timekeeper;
 - q) The name and signature of the Clerk of the Course;
 - r) The name and signature of the FIM Delegate.
2. The results of the practice and qualifying sessions and races must be communicated to the Race Direction and to the press.
3. The final results of each FIM World Championship race must be transmitted to the FIM Administration within the hour that follows their approval.
4. The FIM Championship Promoter Chief Timekeeper is responsible for this transmission which must be made according to the procedure defined by the IT Department of the FIM.

In addition to 5.32:

5.32.S1GP FIM S1GP SuperMoto World Championship

5. The results must also include the following information:
 - s) Team of the rider (only if the Team is holder of a valid FIM Team Licence)
 - t) Championship points earned by the rider.
6. The following results of each event must be transmitted to the FIM Administration:
 - a) The "SuperPole";
 - b) The "RaceOne";
 - c) The "FastRace";
 - d) The "SuperFinal".

5. RUNNING OF THE EVENT
5.32 Results / Presentation and Publication



5.32.S1N FIM SuperMoto of Nations

5.32.S1NJ FIM Junior SuperMoto of Nations

5. The results must also include the following information:
 - a) In the case of a team entered by an FMN:
Team/Country represented by the riders = their nationality;
 - b) In the case of a team entered by a CONU:
Team/CONU represented by the riders = their nationality.
6. The following results of the event must be transmitted to the FIM Administration:
 - a) Race 1, Riders 1 + 2 (individual results)
 - b) Race 2, Riders 2 + 3 (individual results)
 - c) Race 3, Riders 1 + 3 (individual results)
 - d) Overall result of the SuperMoto of Nations (Team results according to Art.5.31.4).

5. RUNNING OF THE EVENT
5.33 Lap of Honour



5.33 Lap of Honour

1. If requested by the FIM Championship Promoter, the winner of the Race will be expected to make a lap of honour immediately after having crossed the finish line, time, conditions and weather permitting.

5. RUNNING OF THE EVENT

5.34 Prize-Giving Ceremony



5.34 Prize-Giving Ceremony

1. A Prize-Giving Ceremony must be held at each event, conditions and time permitting.
2. The Prize-Giving Ceremony must be held according to the FIM protocol for podium ceremonies (See Appendix Protocols at FIM World Championships and Prizes Events).
3. The top three positions in the overall standings in the event must take part in the Prize-Giving Ceremony. Any non-respect of this rule by the riders may be penalised by the Race Direction.

In addition to 5.34:

5.34.S1GP FIM S1GP SuperMoto World Championship

5.34.1 Event (Overall results)

4. At each event, the Prize-Giving Ceremony for the riders will be after the last S1GP Race.
5. The following persons must take part in the Prize-Giving Ceremony:
 - a) The rider winning the event (with motorcycle)
 - b) The second placed rider in the event (with motorcycle)
 - c) The third placed rider in the event (with motorcycle)
 - d) A representative of the Team and/or Manufacturer of the rider winning the event
 - e) If not already in a), b) or c), the rider leading in the points standings.
6. During this Prize-Giving Ceremony, the national anthem of the winner's country (based on his passport) must be played.
7. The national flags of the top three finishers (based on their passport) must be hoisted at the same time.

5.34.2 Final Event of the Championship

8. At the final event of the Championship, there will also be a Prize-Giving Ceremony for the first 3 riders in the final standings of the Championship. This ceremony will be held after Prize-Giving Ceremony of the event.
9. The following persons must take part in this Championship Prize-Giving Ceremony during which they will receive FIM Medals:
 - a) The FIM World Champion (with motorcycle)
 - b) The second placed rider in the Championship (with motorcycle)
 - c) The third placed rider in the Championship (with motorcycle).

5. RUNNING OF THE EVENT
5.34 Prize-Giving Ceremony



5.34.S1N FIM SuperMoto of Nations

5.34.S1NJ FIM Junior SuperMoto of Nations

10. The Prize-Giving Ceremony will be after the last Race on Sunday.
11. The following riders/teams must take part in the Prize-Giving Ceremony during which the riders will receive FIM Medals:
 - A. FIM SuperMoto of Nations
 - a) The S1N team winning the FIM SuperMoto of Nations (with their motorcycles)
 - b) The second placed S1N team in the FIM SuperMoto of Nations
 - c) The third placed S1N team in the FIM SuperMoto of Nations
 - d) The team manager of the S1N team winning the FIM SuperMoto of Nations.
 - B. FIM Junior SuperMoto of Nations
 - a) The S1NJ team winning the FIM Junior SuperMoto of Nations (with their motorcycles)
 - b) The second placed S1NJ team in the FIM Junior SuperMoto of Nations
 - c) The third placed S1NJ team in the FIM Junior SuperMoto of Nations
 - d) The team manager of the S1NJ team winning the FIM Junior SuperMoto of Nations.
12. When the team winning the FIM SuperMoto of Nations/ FIM Junior SuperMoto of Nations and the second and third placed teams have been entered by an FMN:
 - a) During this Prize-Giving Ceremony, the national anthem of the country of the team winning the event must be played;
 - b) The national flags of the three countries of the teams finishing on the podium must be hoisted at the same time.
13. When the team winning the FIM Motocross of Nations has been entered by a CONU or finishes second or third in the overall results:
 - a) During this Prize-Giving Ceremony, no national anthem will be played for the winning team;
 - b) The flag of the CONU of the team(s) winning the event and/or finishing second or third must be hoisted;
 - c) The riders of the CONU team(s) are not allowed to display any national flag during the Prize-Giving Ceremony.
14. The FIM SuperMoto of Nations Trophy will be presented, for one year, to the FMN/CONU of the team winning the event.

5. RUNNING OF THE EVENT
5.34 Prize-Giving Ceremony



-
15. This FMN/CONU must ensure that the FIM SuperMoto of Nations Trophy is available for presentation at the following year's event.

5. RUNNING OF THE EVENT
5.35 Press Conference



5.35 Press Conference

1. In principle, the Press Conference must be held immediately after the Prize-Giving Ceremony, conditions and time permitting.
2. Any infraction of this rule may be penalised by the Race Direction.

In addition to 5.35:

5.35.S1GP FIM S1GP SuperMoto World Championship

3. The following persons must take part in the Press Conference:
 - a) The rider winning the event
 - b) The second placed rider in the event
 - c) The third placed rider in the event
 - d) Other participants invited at the discretion of the FIM Championship Promoter.

5.35.S1N FIM SuperMoto of Nations

5.35.S1NJ FIM Junior SuperMoto of Nations

3. The riders and team managers of the following teams must take part in the Press Conference:

A. FIM SuperMoto of Nations

- a) The S1N team winning the FIM SuperMoto of Nations
- b) The S1N second placed team in the FIM SuperMoto of Nations
- c) The S1N third placed team in the FIM SuperMoto of Nations
- d) The team manager of the S1N team winning the FIM SuperMoto of Nations.

B. FIM Junior SuperMoto of Nations

- a) The S1NJ team winning the FIM Junior SuperMoto of Nations
- b) The S1NJ second placed team in the FIM Junior SuperMoto of Nations
- c) The S1NJ third placed team in the FIM Junior SuperMoto of Nations
- d) The team manager of the S1NJ team winning the FIM Junior SuperMoto of Nations.

5. RUNNING OF THE EVENT
5.36 Final Verification



5.36 Final Verification

1. The motorcycles that are placed in the closed park for final verification must remain there for 30 minutes after the arrival of the winner, under the control of the technical stewards, in case of a protest or should further examination be required.

In addition to 5.36:

5.36.S1GP FIM S1GP SuperMoto World Championship

2. Immediately after the prize-giving ceremony, the motorcycles of the first three riders of the overall standings must be placed in the closed park.

5.36.S1N FIM SuperMoto of Nations

5.36.S1NJ FIM Junior SuperMoto of Nations

2. Immediately after the FIM SuperMoto of Nations/FIM Junior SuperMoto of Nations prize-giving ceremony, the motorcycles of the three riders of the winning S1N and S1NJ teams must be placed in the closed park.

5.37 Protests / Appeals

1. Any person or group of persons (rider, team, manufacturer, official, etc.), recognised by the FIM and concerned by a decision taken under the authority of the FIM, may ask for redress for the consequences of that decision.
2. All protests must be lodged to the Race Direction.
3. Generally, protests against the eligibility of a rider, team or a motorcycle entered, must be made before the start of the official practice.
4. Any other protests must be lodged immediately after the reason for the protest is known.
5. Protests against results must be presented within 30 minutes following the announcement of the results.
6. Protests must be lodged according to the FIM Disciplinary and Arbitration Code and the Supplementary Regulations of the event and be accompanied by a fee of € 660.- or the equivalent amount in local currency, returnable if the protest is justified.
7. If the protest entails dismantling a motorcycle, the protest fee must be accompanied by an additional deposit of € 120.- or the equivalent amount in local currency. This fee must be paid by the losing party to the mechanic of the rider who had to open the engine.
8. Protests entailing a fuel control must be accompanied by an additional deposit of € 800.- or the equivalent amount in local currency.
9. Anybody who has lodged a protest according to the FIM Disciplinary and Arbitration Code and the Supplementary Regulations of the event may request to have access to any element (written or printed matters and/or official TV images-if available) that allowed the Race Direction to take its decision. Such a request must be made in writing within 30 minutes after reception of the decision of the Race Direction.
10. If this information is required in order to formulate an appeal against a decision of the Race Direction, the time limit for acceptance of the appeal must be extended until 30 minutes after this information has been provided.
11. An appeal against the decision of the Race Direction may be lodged to the FIM Stewards Panel. This appeal must be presented 30 minutes at the latest after the notification of that decision and must be accompanied by a fee of € 660.- or the equivalent amount in local currency, returnable if the appeal is justified.
12. Protests to the Race Direction must be handed over to a member of the Race Direction who must note the time at which the protest was handed over to him on the document.

13. An appeal against the decision of the Race Direction must be handed over to a member of the FIM Stewards Panel who must note the time at which the appeal was handed over to him on the document.
14. An appeal against the decision of the FIM Stewards Panel may be lodged to the CDI. This appeal must be presented 5 days at the latest after the notification of the FIM Stewards Panel decision (Security deposit for appeal: € 1'320.-).
15. After exhaustion of the FIM internal instances, an appeal to the CAS is still possible. This appeal must be presented 5 days at the latest after the notification of the final decision.

5.38 Fuel Control

1. A fuel control may be carried out at any time during an event, according to the current FIM Fuel Regulations.
2. All requests for fuel controls following a protest must be accompanied by a deposit of € 800.- or the equivalent amount in local currency, paid to the competent body or the FIM (supplementary controls).
3. In that case, any new requests for controls must be presented to the FIM within 72 hours of the reception date of the results of the preceding control notified in conformity with the FIM Fuel Regulations.
4. After the last control:
 - a) The winning party will have its deposit reimbursed;
 - b) The losing party will have to pay the costs of all the controls carried out after deduction of deposits which it had already paid.
5. In all cases, a rider whose fuel fails to meet the technical requirements will be disqualified from the whole event and forfeit all points and trophies earned. This rider will also be liable for the reimbursement of the full costs of the test. Further penalties may be imposed.

In addition to 5.38:

5.38.S1N FIM SuperMoto of Nations

5.38.S1NJ FIM Junior SuperMoto of Nations

6. Consequently, the national team of the rider concerned will also be disqualified from the whole event and forfeit all Championship results, trophies and prizes earned.

5. RUNNING OF THE EVENT
5.39 Anti-Doping Tests



5.39 Anti-Doping Tests

1. Anti-doping tests may be carried out according to the FIM Regulations. For details of the procedure to be followed, please refer to the FIM Anti-Doping Code of the current year.
2. A rider who tests positive will be disqualified from the whole event and forfeit all points and trophies earned. Additional penalties may be imposed.

In addition to 5.39:

5.39.S1N FIM SuperMoto of Nations

5.39.S1NJ FIM Junior SuperMoto of Nations

3. Consequently, the national team of the rider concerned will also be disqualified from the whole event and forfeit all Championship results, trophies and prizes earned.

5.40 Alcohol Tests

1. Alcohol tests may be carried out according to the FIM Regulations.
2. Further to an FIM alcohol testing procedure, if the result of the confirmatory test is above the permitted threshold, for details of the procedure to be followed, please refer to the FIM Medical Code of the current year, Art. 09.1.1 I. and appendix N "FIM Alcohol Testing Procedure".

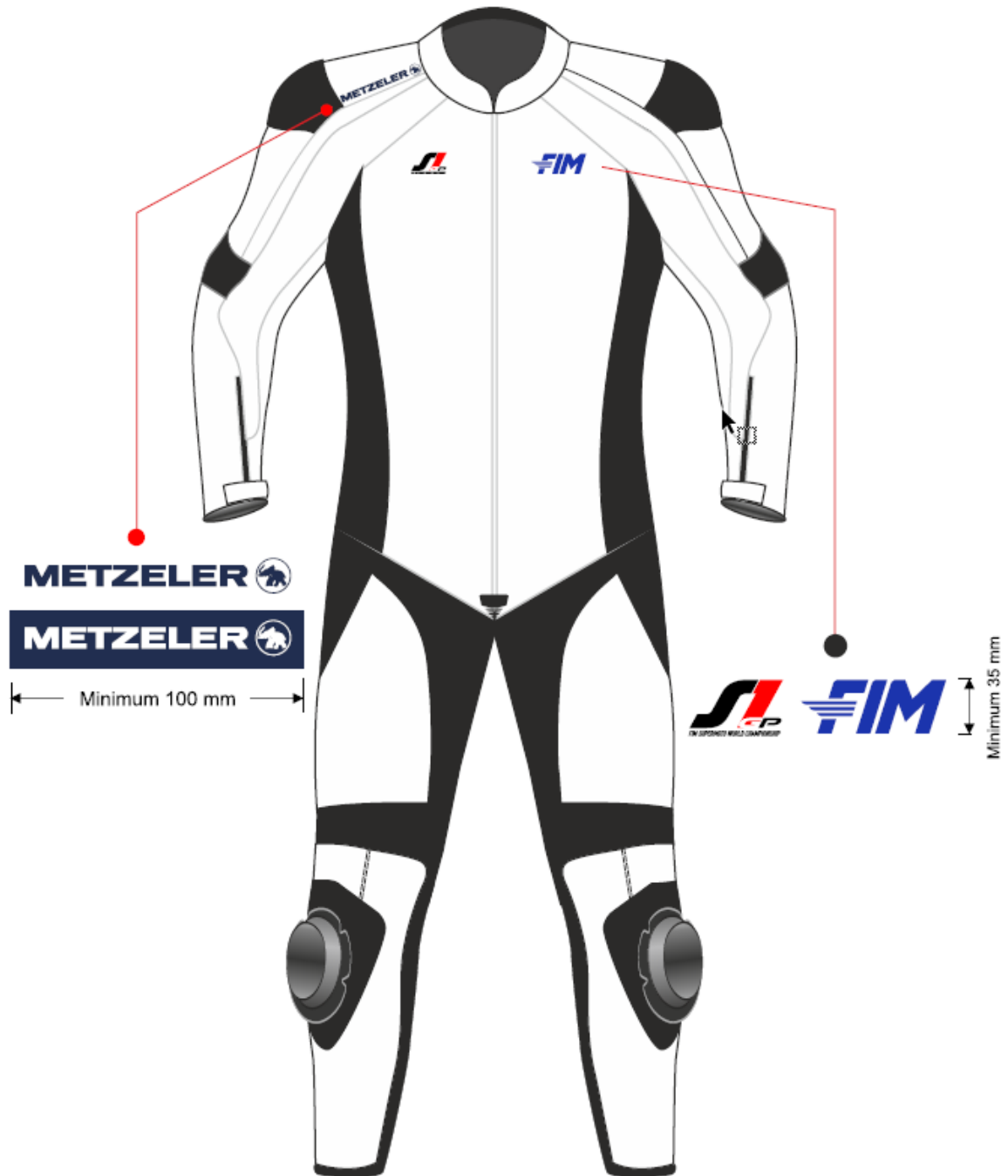
5. RUNNING OF THE EVENT
5.41 Special Medical Examination



5.41 Special Medical Examination

1. At any time during an event, at the request of the FIM Medical Director, FIM Race Director, FIM Delegate or International Medical Panel Representative, a special medical examination may be carried out by an Official Doctor, or another doctor nominated by the Chief Medical Officer.
2. Any rider who refuses to submit himself to such special medical examination will immediately be excluded from the event, and his case notified to his FMN, to the Race Direction and the FIM.

6. DIAGRAMS
FIM S1GP SUPERMOTO WORLD CHAMPIONSHIP
LEATHERS



FIM SUPERMOTO OF NATIONS / FIM JUNIOR SUPERMOTO OF NATIONS

FRONT NUMBER PLATE

S1N Teams

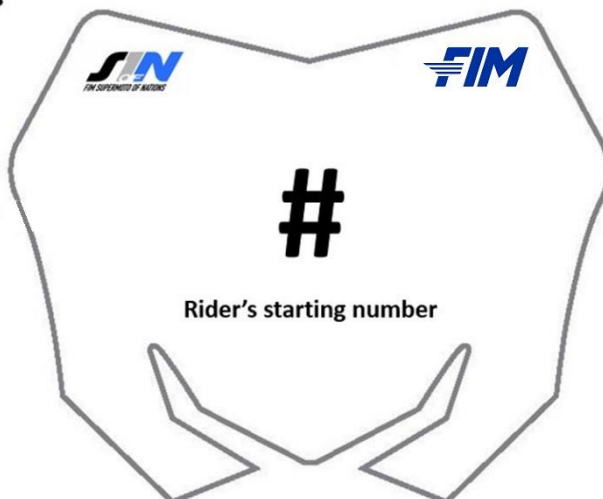
Previous year's

winner

S1N



Other
S1N Teams



S1NJ Teams

Previous year's

Winner

S1NJ

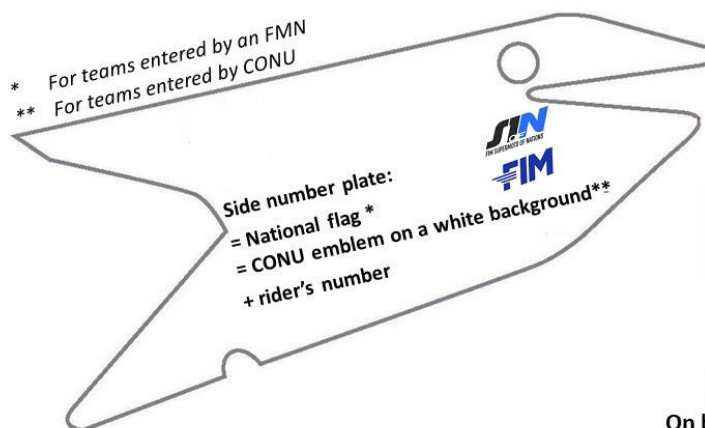


Other
S1NJ Teams



SIDE NUMBER PLATES

- * For teams entered by an FMN
- ** For teams entered by CONU



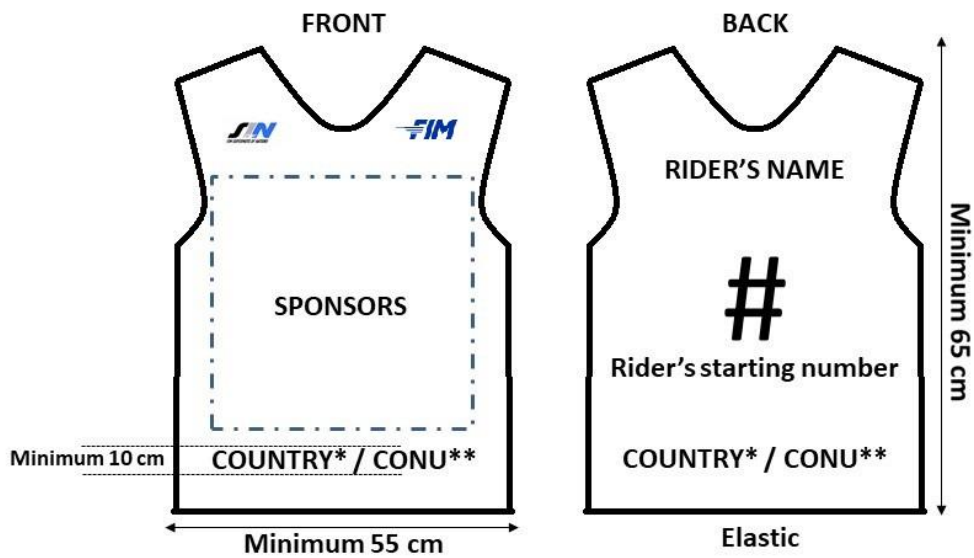
There must be a clear colour distinction between the colour of the number and the colour of the background/flag. The number may be outlined.



On bibs & number plates:
minimum 6.5 cm

FIM SUPERMOTO OF NATIONS / FIM JUNIOR SUPERMOTO OF NATIONS

S1oN BIBS



*For teams entered by an FMN / ** For teams entered by a CONU

The FIM World Championship logos appear on the next page.

7. FIM CHAMPIONSHIP LOGOS

FIM S1GP SUPERMOTO WORLD CHAMPIONSHIP LOGO



FIM SUPERMOTO OF NATIONS LOGO



In order to obtain the logos in high resolution together with the corporate chart, please contact XIEM, Mr Alessandro Erzegovaz: ae@xiem.ch



Organiser's Logo
Will be placed
by the FIM

FMNR Logo
Will be placed
by the FIM

SUPPLEMENTARY REGULATIONS FIM SUPERMOTO WORLD CHAMPIONSHIPS

The Moto Club

The National Federation (FMNR)

will organise a round of the 2024 FIM SuperMoto World Championship. The event will be held in accordance with the FIM Sporting Code together with the relevant Appendices and Regulations.

The event will be held in Venue + Country

Date of the event

<i>IMN</i>	<i>Championship</i>
208/	S1GP

ACCESS See attached map of access

Nearest airport
Motorway Exit
National Road
Nearest town at km

ORGANISER

Name (Club)
Address
Tel. No Email
Website

CIRCUIT See attached drawing of the circuit

Name
Length Minimum Width
Google Link Access

NEAREST HOSPITAL

Name
Address
Tel. No Email
Website
Google Link Access



Organiser's Logo
Will be placed
by the FIM

FMNR Logo
Will be placed
by the FIM

SECRETARIAT OF THE EVENT

Address
Tel. No

Email

Opening days / hours

Thursday	from	to
Friday	from	to
Saturday	from	to
Sunday	from	to

TECHNICAL CONTROL OF THE EVENT

Date	from	to	Place
Date	from	to	Place

1. ENTRIES

Entries must be made online via XIEM's [Registration Platform](#).

For any info, please contact: Mrs Valentina Boccadolce
Mail: vb@xiem.ch - Web: www.SuperMotoS1GP.com - Mobile: +39 329 4948292

Closing date of entries:

For the first event of the season: 60 days before the start of the event.
For the other events of the season: 15 days before the start of the event.

2. INSURANCE

By endorsing the application form for entry, the FMN of the rider certifies that the rider is insured in accordance with the FIM requirements.

The organiser has contracted a third party insurance in accordance with Art. 110.1.2 of the FIM Sporting Code.

The organiser has contracted a third party insurance in accordance with Art. 110.1.2 of the FIM Sporting Code. The general liability insurance coverage shall be in an amount not less than the amount required as compulsory by the National law of the hosting country of the Championship. Nonetheless the amount shall not be less than 1 million Euros (€1 million) for any one occurrence.

This insurance includes a guarantee of amount in US\$ or equivalent in local currency

The organiser disclaims all responsibility for damage to a motorcycle, its accessories and components arising out of an accident, fire or other incident.



Organiser's Logo
Will be placed
by the FIM

FMNR Logo
Will be placed
by the FIM

3. PROTESTS AND APPEALS

Any person or group of persons (rider, entrant, manufacturer, official, etc.), recognised by the FIM and concerned by a decision taken under the authority of the FIM, may ask for redress for the consequences of that decision.

Protests may be lodged to the Race Direction according to the FIM Disciplinary and Arbitration Code and be accompanied by applicable deposit of € 660.- or the equivalent amount in local currency, returnable if the protest is justified.

An appeal against the decision of the Race Direction may be lodged to the FIM Stewards Panel. This appeal must be presented 30 minutes at the latest after the notification of that decision and must be accompanied by a deposit of € 1'320.- or the equivalent amount in local currency, returnable if the appeal is justified.

An appeal against the decision of the FIM Stewards Panel may be lodged to the CDI. This appeal must be presented 5 days at the latest after the notification of the FIM Stewards Panel's decision (Security deposit for appeal: € 1'320.-).

Generally, protests against the eligibility of a rider, entrant or a motorcycle entered, must be made before the start of the official practice.

Any other protests must be lodged immediately after the reason for the protest is known.

Protests against results must be presented to the Race Direction within 30 minutes following the announcement of the results.

If the protest entails dismantling a motorcycle, the protest fee must be accompanied by an additional deposit of € 120.-. This fee must be paid by the losing party to the mechanic of the rider who had to open the engine.

Protests entailing a fuel control must be accompanied by an additional deposit of € 800.-

4. FUEL

In accordance with FIM specifications. See the FIM Fuel Regulation of the current year.

5. TIMETABLE

See attached timetable.

6. PRIZE-GIVING CEREMONY

The first three riders in each FIM S1GP SuperMoto World Championship Grand Prix (overall standings) must take part in the official Prize-Giving Ceremony, which must be held immediately after the last Race of the meeting.

The riders concerned must attend the prize-giving ceremony until the end. Any infraction of this rule will be penalised by the Race Direction.



Organiser's Logo
Will be placed
by the FIM

FMNR Logo
Will be placed
by the FIM

7. OFFICIALS

FIM Representative (if applicable)			
Race Direction		Licence	Email
FIM Delegate			
FIM Race Director	Ivo Tsvetanov	4754	ivotsv@gmail.com
Clerk of the Course			
Stewards Panel		Licence	Email
FIM Chief Steward			
FMNR Steward			
Technical		Licence	Email
FIM Technical Director	Antonio Pego	14828	acspego@gmail.com
FMNR Chief Technical Steward			
FMNR Technical Steward			
Medical		Licence	Email
Chief Medical Officer			
Environmental		Licence	Email
FIM Environmental Representative (if applicable)			
FMNR Environmental Steward			
Other Officials		Licence	Email
Chief Timekeeper	Mauro Santamaria	15625	ms@xiem.ch
Promoter Representative	Federico Capogna		fc@xiem.ch
Official Responsible of Protocol	XIEM / Valentina Boccadolce		vb@xiem.ch
Press Officer	David Messorà		dm@xiem.ch
Paddock Official	XIEM / Alessandro Erzegovaz		ae@xiem.ch
Secretary of the Race Direction			

The event will be organised in conformity with the FIM Sporting Code, the CMS Regulations, the general rules of the FMNR, when applicable and these Supplementary Regulations which have been duly examined and approved by the FMNR.

8. INTERPRETATION OF THE SR

The interpretation of these Supplementary Regulations rests entirely with the Race Direction.

Place and date:

The Clerk of the Course:

Approved by FMNR:



Organiser's Logo
Will be placed
by the FIM

FMNR Logo
Will be placed
by the FIM

FIM S1GP SUPERMOTO WORLD CHAMPIONSHIP TIME TABLE
(Time table to be confirmed, subject to changes)

<u>Friday</u>	
Briefing Technical Stewards	14:00
S1GP Administrative Control/Technical Control	15:00 – 19:00
Circuit Control	15:00
Meeting with the Organisers	17:00

<u>Saturday</u>	
S1GP Administrative Control/Technical Control	08:00 – 08:30
Distribution of Tyre stickers and transponders	08:30 – 09:00
Race Direction, First Meeting	09:00
Riders' Briefing (all classes)	09:15
Camera on board	09:30 – 09:50

The final time table of the event will be published by the FIM Championship Promoter in due time.



Organiser's Logo
Will be placed
by the FIM

FMNR Logo
Will be placed
by the FIM

GOOGLE LINKS ACCESS MAP

Paddock
Welcome Office
Opening Ceremony
Other

HOTELS SUGGESTIONS

(1st choice)

Hotel Name
Address
Tel. No
Email
Website

(2nd choice)

Hotel Name
Address
Tel. No
Email
Website

(3rd choice)

Hotel Name
Address
Tel. No
Email
Website



Organiser's Logo
Will be placed
by the FIM

FMNR Logo
Will be placed
by the FIM

Please insert hereafter or send by mail with the SR for approval:

- Your FMNR logo
- The Organiser's Logo
- The drawing of the circuit
- The access map



FIM-MOTO.com

ROUTE DE SUISSE 11 | 1295 MIES | SWITZERLAND

cms@fim.ch

6520015